RAILROAD

DECEMBER, 1969 MAGAZINE FIFTY CENTS

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THOUSANDS OF MEN AND WOMEN NOW ENJOY TRU-HEALTH BELTS

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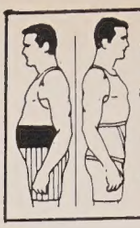

When spine is aligned as shown in illustration on right pain disappears!

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If extra weight around your middle gives you a flabby appearance you owe it to yourself to try the amazing TRU-HEALTH BELT. Only the medically approved TRU-HEALTH BELT supports and helps you to regain your youthful eye-catching physique.

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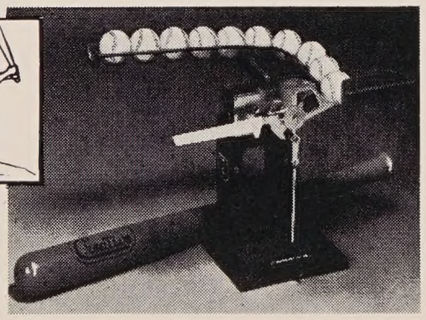

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flashes exact hour, minute, and date at a glance

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Just read the numbers in the 3 windows, and you've got the hour, minute, and date at a glance—with this space-age triumph of Swiss watchmaking skill! Amazingly accurate, amazingly easy to read! Precision, shock-resistant, anti-magnetic timepiece has Swiss movement, unbreakable mainspring! Handsomely designed with golden-tone color case, brushed chrome back, genuine leather strap. Unbeatable for precision timing, easy reading, and exciting value! A most unusual gift!

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Enclosed is ☐ *check* ☐ *money order for* $_____
(Add 10% for postage & handling)
☐ *Send C.O.D. I enclose 25% deposit. I will pay postage and C.O.D. charges on delivery.*
Charge to my ☐ American Express, ☐ BankAmericard or ☐ Diners Club.
Acct. #_____
(Signature) _____

Please rush me the following:

Quan.	Item	Size	Price
			$
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Now! Enjoy tape cartridges through your present stereo record system!

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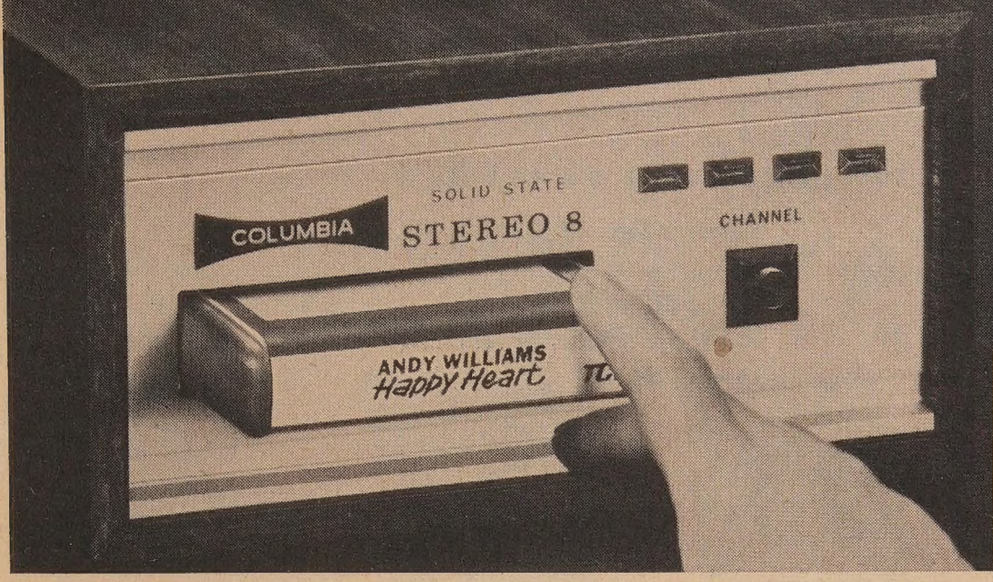

OUR REGULAR PRICE $69.95

Yours for only **$14.95** plus mailing and handling

when you join the Columbia Stereo Tape Cartridge Service by buying three cartridges now and agreeing to buy only six additional cartridges during the coming year, from the more than 600 to be offered

The richness of full stereo sound—with the convenience of 8-track cartridges!

- Plays through your home stereo record system...no special installation, plugs right into your amplifier or stereo phonograph
- Program Indicator . . . lights up each program when unit is in operation
- Push-Button Program Selector...changes from one program to another with the touch of your finger
- Completely automatic operation
- Rich walnut graining

Here's the most advanced, most convenient, most trouble-free way for you and your family to enjoy stereo music in your home—a way that frees you forever from records that scratch, warp and wear out...from reel-to-reel tapes that tangle and break. It's the famous, compact Columbia 8-Track TAPE CARTRIDGE PLAYER...now yours, in this extraordinary offer, at a truly fabulous bargain price!

With the Columbia 8-Track Player, you'll be able to enjoy full stereo fidelity, plus the effortless convenience of 8-track cartridges in your home! Cartridge tapes play continuously—switch automatically from track to track...and the Player provides superb stereophonic sound reproduction right through your present home stereo record system!

Our regular price for the Player is $69.95—yet now, as part of this special introductory offer, you may take the Player for only $14.95 when you join the new Columbia Stereo Tape Cartridge Service and buy three cartridges of your choice for only $6.98 each.

Your only obligation as a member is to purchase six additional cartridges during the coming year ...music you'd probably buy anyway! As a member you will receive, every four weeks, a copy of the Service's buying guide. Each issue contains scores of different cartridges to choose from—the best-sellers from many different labels!

If you want only the regular selection of your musical interest, you need do nothing—it will be shipped to you automatically. Or you may order any of the other cartridges offered...or take no cartridge at all...just by returning the convenient selection card by the date specified. What's more, from time to time the Service will offer some special cartridges which you may reject by returning the special dated form provided...or accept by doing nothing.

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Free Cartridges! You'll get an additional cartridge of your choice FREE for every two cartridges you buy, once you've completed your enrollment agreement. That's like getting a 33⅓% discount on all the 8-track cartridges you want, for as long as you want! Fill in and mail the coupon today!

CHOOSE YOUR FIRST 3 CARTRIDGES NOW!

ATTENTION CREDIT CARD HOLDERS: If you prefer, you may charge your Player and cartridges to one of your credit cards. We honor six different plans. Simply check your preference and include your account number on the coupon below.

[If coupon has been removed, write to Box B for full details.]

COLUMBIA STEREO TAPE CARTRIDGE SERVICE Terre Haute, Indiana 47808

COLUMBIA STEREO TAPE CARTRIDGE SERVICE
Terre Haute, Indiana 47808

Please enroll me as a member, and send me the *Columbia 8-Track Cartridge Player* described here. I am enclosing my check or money order for $14.95. (Complete satisfaction is guaranteed or my money will be refunded in full.) Also send me these three cartridges, billing me $6.98 each, plus mailing and handling for the Player and cartridges. Fill in numbers:

296-8/4K

My main musical interest is (check one box only):

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Name.....
(Please print) First Name Initial Last Name

Address.....

City.....State.....Zip.....

If you wish to charge the cost of the Player and your first three cartridges, plus mailing and handling, to your credit card, check one and fill in your account number below:

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☐ Diners Club ☐ Master Charge
☐ American Express ☐ Midwest Bank Card

Account Number.....

Signature.....

296-9/5K

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 86, No. 2 DECEMBER, 1969 50 CENTS

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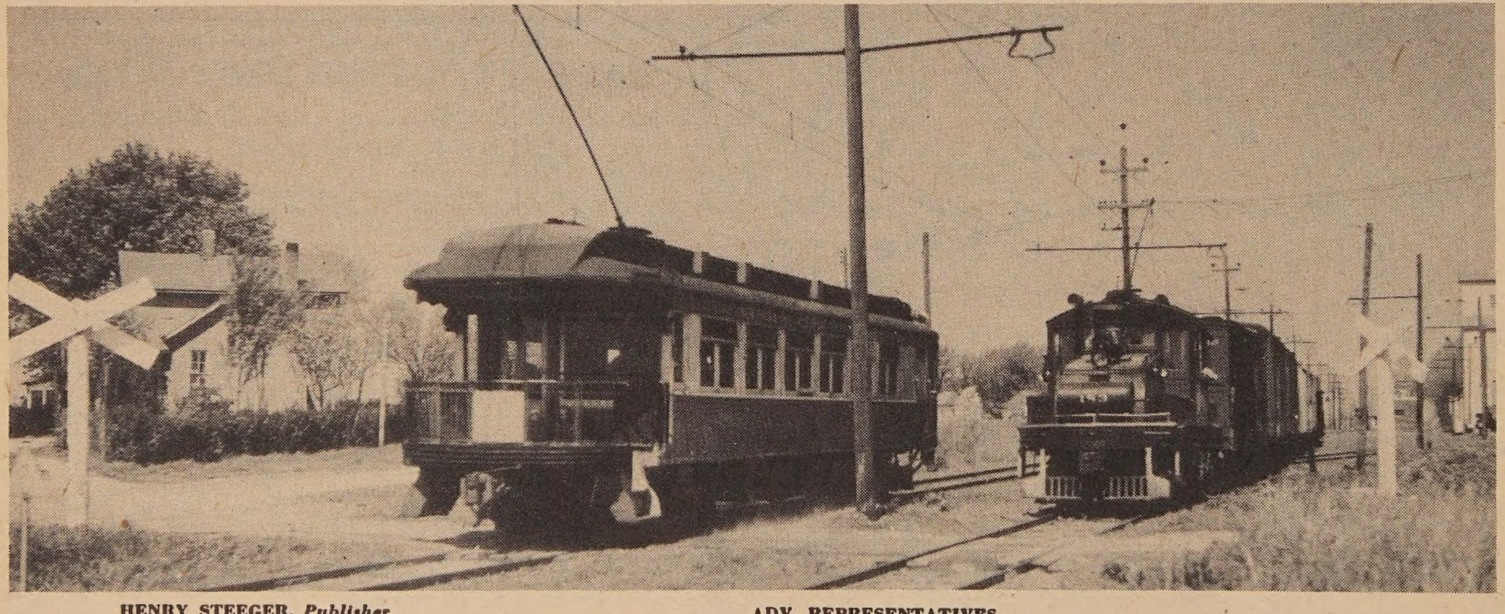
May 14, 1954: A meet on the Waterloo, Cedar Falls & Northern at Urbana, Iowa, between observation car No. 102 (northbound as train No. 15, Cedar Rapids to Waterloo) and southbound freight train headed by engine 183.

Photo by William D. Middleton



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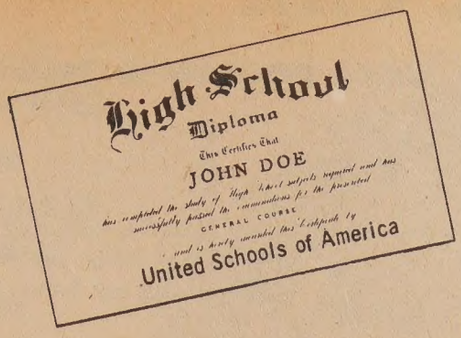

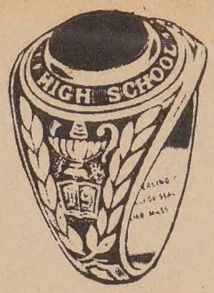

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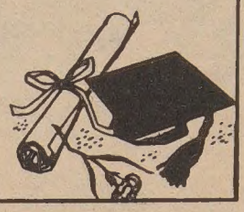

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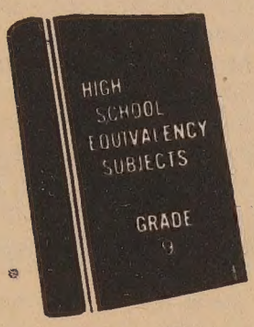
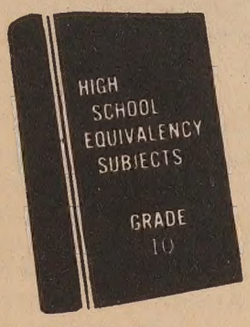
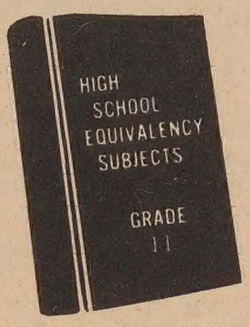


- English I
- General Math
- World History
- Algebra
- Geography
- Health and Safety



- English II
- American History
- Plane Geometry
- Biology
- General Science
- Astronomy-Geology



- English III
- Bookkeeping I
- Bookkeeping II
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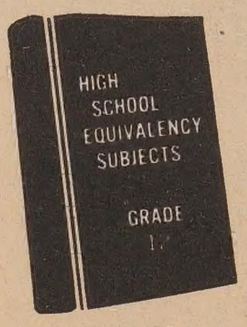

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- Economics
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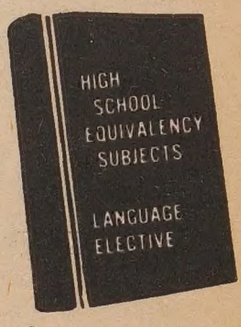

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THE MAIL CAR

where editors and readers meet

Don Wallworth. Our December cover painting is the one above his head.

DON WALLWORTH made our front-cover painting of Erie train 90 with 2-8-4 engine No. 3373, class S-3, leaving Suffern, N.Y., on a winter morning in 1945.

Don lives at 135 Brookside Ave., Hohokus, N.J. 07423. In 1960 he hired out to the Erie. For 10 years he worked on the agents' extra list at 51 stations. He is now Erie-Lackawanna agent at Fairlawn, N.J. Most of his life he has been drawing or sketching, largely rail subjects. "Train 90" is done in gouache, an opaque water color. Don also collects some railroadiana; has been photographing trains since 1944. ●

PERSONALITIES. In this month's *Switch List*, Gary Loeffler offers to trade steam pix for empty beer cans. Curiously we asked what he wanted the cans for. "I use them as bar-room decorations," he says. Then, changing the subject: "Some readers think your magazine should deal more with the present and future of railroading and less with the past. I disagree. *Trains* covers the present and future. Let them have it. I prefer *Railroad*."

"If all the lady riders on trains had bare legs like those shown on your June cover," writes Wm. D. Combs, 1515 18th Ave. Drive W., Bradenton, Fla. 33505, "the railroads would do a land-office passenger business. Just imagine boarding a train and sitting beside a pair of bare female legs! What a grand and glorious feeling!"

(*Editor's note*: June issue was so popular that it sold out rapidly, but we hope to round up a few unsold copies from newsdealers around the country, to fill orders that are still drifting in. We're also looking for future *Railroad* cover photos in color featuring pretty girls, in addition to such b&w pix for use inside the magazine.)

"Each Christmas Eve and Christmas Day it was a joy to present a small railroad lantern filled with mixed candy to every passenger under the age of 12, compliments of the Southern Pacific," Ralph W. Randall, former SP news butcher, writes in *The Ferroequinologist*, a railfan periodical.

Joyce Byrd, one of the very few American women experienced in running steam locos (remember seeing her picture in our magazine?), no longer handles T. R. Miller Mill's old 101 nor any other engine. Now living in Orlando, Fla., she is married and recently gave birth to a son. (There is a photograph of No. 101 on page 15.)

After Ernest White, Jr., of Chicago, an Illinois Central machinist, had lost both legs in an automobile accident, his fellow workers raised money to help pay his debts and buy him a pair of artificial legs. Heading the relief committee was IC machinist Joe Abbott, who states: "We just started buttonholing men to tell them about Ernie. When anybody came up with less than a dollar, one of us would say: 'What? Do you want Ernie on a skate board for the rest of his life? He's a man! He wants to walk!" Today he is walking again, thanks to generous donations.

"I hope *Railroad* never switches to slick paper—if doing so would mean a change in editorial policy," writes Joe McNulty, 2501 E. Main St., Endicott, N.Y. 13760. "Your magazine has a great deal of character just as it is. If you were to get too high class with a 'new image,' much of your grass-roots appeal may be lost and a large gap would be left in the field of rail publications."

"I take my copies of *Railroad* on the job with me and show them around to get other crew men interested," reports Penn Central fireman Richard D. Miller, RFD 2, Box 198, Gibsonburg, Ohio 43421.

"On the desperately cold night of Feb. 13, 1899," recalls A. E. Davaney, a retired Georgia Railroad engineer, "I was on a through freight and we had a time order with a passenger train at Social Circle, Ga. It was to wait on a siding until our freight passed through. There was a snowstorm that night and I wasn't dressed for such weather, so I stayed close to the firebox. Then our train stalled near Ruthledge. I had to go out to flag. When I stepped out into the cold from that intense heat, I got a terrible shock and suffered frostbite that nearly killed me. My ears were blistered all over and my fingers burst open. Luckily, someone found a doctor. He worked on me about four hours, saving my hands and maybe my life as well."

"Stop me if you've heard this one," writes Bill Church, Missouri Pacific conductor, 1011 W. 52nd St., North Little Rock, Ark. 72118. "A farm woman taking a trip on the St. Louis, Iron Mountain & Southern had to change at Mineral Point, Mo., and wait several hours for the train to St. Louis. As she was strolling on the platform, she heard the conductor tell one of his brakemen: 'Jump on her as she comes by, ride her down behind the tank, cut her in two, and send her head end back to me behind the depot.'

"Hearing this made the woman very excited. At length the station agent calmed her down by explaining that the conductor had been using railroad lingo. He had merely instructed the brakeman to catch on one of the cars on the train, ride it down behind the water tank, cut the train in two, and send the head end back to the conductor on the track that ran behind the depot." ●

MANY countries have issued postage stamps to publicize railroad activities. Here are some of those put out by the U.S. Government, the numbers shown being *Scott Catalog* identifications: (114) 3¢ ultramarine locomotive, (295) 2¢ carmine and black fast express, (922) 3¢ violet Golden Spike, pictured in Oct. '69 *Railroad Magazine*, (993) 3¢ violet-brown Casey Jones, (1006) 3¢ bright blue B&O charter anniversary, (UC17) 5¢ carmine envelope showing mail-carrying vehicles, (Q2) 3¢ red parcel post railway clerk, and (Q5) 5¢ red parcel post mail train.

This data comes from A. B. Wang, 303 Murphy St., Lafayette, Ind. 47905, who adds: "I have all these stamps in my own collection. If bought from a philatelic dealer as used stamps, their total cost would be about $3.30." (*Editor's note*: A complete list of overseas rail-picture stamps would be much too long to print here, even if such a list were available.) ●

MIKE EAGLESON'S "Last Year of Canadian Pacific Steam (Oct. issue) drew these comments from E. J. Pruner, 1325 2nd Ave., Bradenton, Fla. 33505, who says he has been reading our magazine regularly since 1930:

"I was a CP engineer for 47 years

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Even with all the company benefits given Accident Investigators some men prefer to operate their own business. No matter how ideal the job, they want to be "on their own."

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We Help You Find the Job You Want

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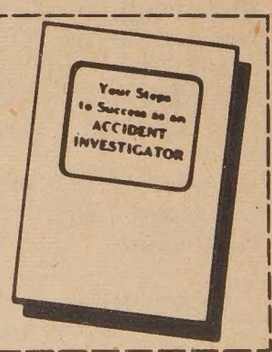

(now retired), running between Smith's Falls, Ont., and Montreal, and I broke in a lot of those engines before they went to other divisions. Last one I ever ran was the 1201, now preserved in the Ottawa museum. I urged the CP to put her in the park at Smith's Falls. They said they'd do so if the city gave them $5,000; but it didn't, so they gave her to the Ottawa museum. I went there to visit her. The 3100, which I drove for one year, also is there, along with other steamers. Last oilburner I broke in for mountain service was the 5935, which was also the last one ever built for CP. I have 21 volumes of steam engine pictures and histories, including nearly all the CP ever had." ●

BRIEFLY SPEAKING. "Keep up your *Passenger Train Survey,* which contains some very interesting facts every month," urges Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124.

Robert Fichter of the Harvard University Committee on General Education Expository writing, comments: "*Passenger Train Survey* has become one of my favorite features. You are doing a better job in this area of contemporary rail affairs than *Trains.*"

Paul A. Gorman

Paul A. Gorman, age 61, former president of Western Electric Co., has been elected president and chief administrative officer of Penn Central by the board of directors, effective December first. He succeeds Alfred E. Perlman, ex-president of the New York Central and president of PC ever since the merger of Feb. 1, 1968. Mr. Perlman now holds the title of vice chairman of the Penn Central board.

Changing transportation trends were illustrated recently when the Missouri Pacific agreed to abandon 7 miles of track in Texas to save the state's Highway Department the nearly $2 million cost of overpass construction, reports Paul Vickers. The railroad agreed to remove its line from San Juan to Edinburg after the Southern Pacific had consented to let the MP use its route between those two points. This deal eliminated the necessity for an overpass on a busy highway to Mexico.

Louisville & Nashville is buying 1,794 new freight cars and rebuilding 1,300 others.

Largest collection of material on U.S. rail labor history will soon be housed at the N.Y. State School of Industrial and Labor Relations at Cornell University. The United Transportation Union, a merger of 4 of the nation's oldest unions, gave this material for the use of researchers, etc. Included are a link and pin, banners, posters, films, photos, tapes, and a great many documents.

Commenting on some items in our October issue, Elliott Kahn, 58 Verbena St., Clearwater, Fla. 33515, writes: "To my knowledge, the Great Northern does not operate any General Motors FT diesels and the Seaboard Coast Line never had any. All such SAL and ACL units were gone before there was a SCL. The Georgia Northern and the Georgia, Asburn, Sylvester & Camille have just about put theirs out to pasture. The Northern Pacific does operate six units." ●

OUR September issue drew this response from David Tennant Bryan, chairman and publisher of two Richmond, Va., newspapers, the *News Leader* and *Times Dispatch,* and grandson of the late Joseph Bryan, president of the Richmond Locomotive Works: "I had heard my father and his brothers talk about the Richmond Locomotive Works so many times that I felt close to it, but never had I heard the full story laid out in such detail as by William E. Warden, Jr., in *Railroad Magazine*, thanks in part to the retentive memory of Robert R. Lassiter. It was fascinating to read this well-written story and to be reminded of the sales of locomotives that had been made to Finland, Russia, and Manchuria after the turn of the century—and especially to read of Columbus Lassiter's ingenious profit-sharing plan." ●

GRAND CENTRAL TERMINAL is still intact—for the time being, at least. Proposals to disfigure or bury it by the erection of a business skyscraper on the site have been rejected 8 to 0 by New York's Landmarks Preservation Commission.

There are two proposals. One would have put a 55-story building on cantilevers, or stilts, out over the roof of the present terminal, keeping intact the French Beaux arts facade that earned it a landmark designation.

The other plan would have destroyed the terminal's exterior but preserved the interior main concourse, surmounting it all with a 56-story building.

Grand Central, built in 1913, was designated a landmark in 1967, after the completion of the 808-foot Pan Am Building 375 feet north of the terminal had aroused criticism from architects and citizens' groups.

If Penn Central's plans reach fruition, the new skyscraper will rise south of the Pan Am Bldg. but even higher. However, any exterior changes for buildings named landmarks must be approved by the commission. ●

RECENTLY, when he went to Durango, Colo., for a sentimental reminder of the Rio Grande narrow-gage operations, Dennis Johnson of 6922 Meadowbrook Blvd., St. Louis Park, Minn. 55426, arrived just two days after the ICC had given D&RGW the okay to abandon its line from Durango to Farmington, N.M.

"I had known that the line was in jeopardy," he writes, "and that no trains had run on it for some time, and was depressed by the demoralized spirit of the railroad men I talked with in Durango. With all due regard for the company's need to make a profit, I cannot condone the deliberate scrapping of that historic line."

He took up the matter with Governor Love of Colorado, who replied: "The State of Colorado is much concerned. Our Public Utilities Commission presented our feelings before the ICC. In addition, our State Legislature created a Railroad Authority, and we are working with the State of New Mexico in an attempt to solve the problem. In fact, I met with Governor Cargo of New Mexico last Sunday to discuss it. As yet we have uncovered no acceptable solution, but will continue our determined effort to save this historical reminder of the Old West." ●

A RETIRED British engineer, C. Brooks wrote in our October issue: "The largest driving wheels ever built in Britain were the 10-foot drivers on a 2-2-2 engine named *Cornwall.*" Here is a comment from A. C. Craft, 2432 S. Towner St., Santa Ana, Calif. 92707:

"Some time ago I decided to build a one-inch-scale model of the *Cornwall.* As a consequence, I have been doing much research on her over the years. According to a book by Maskelyne, she was designed by Francis Trevithick and Thomas Crampton and built at Crewe Works in 1847, with 8½-foot driving wheels—not 10 feet. To keep her center of gravity as low as possible, the original boiler was slung below the axle. There is some doubt as to whether, in that condition, she ran on 6 wheels or 8; but the 1857 Crystal Palace Catalog shows her as an 8-wheeler." ●

OVERSEAS. Suburban train riders in London, England, unexpectedly heard music the other day. The conductor, guitar-strumming "Rip" Rippingdale, was loudly singing such songs as: "Come along, boys, and I'll tell you a tale; I'll tell you the story of old British rail." Instead of enjoying the entertainment, some crochety old

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COLLAS D. SMELSER, retired Chief Warrant Officer, U.S. Air Force, is now employed as staff adjuster by International Service Co., San Antonio, Texas. "I find my work as an insurance adjuster very interesting and my training with I.A.S. provided me with all the basics I needed to fill this challenging position."

Former auto body repair apprentice and recent I.A.S. graduate, JOHN McGEE is now employed with Quality Adjustment Service Inc., in Florida as a claims adjuster. "The company provides me with a brand new car, an expense account, and a very good salary. Without the excellent training your School provided, all of this would not have been possible."

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passengers complained. A railway official told Rip to keep his singing down to a low baritone.

During the past year nearly eight million passengers were detected travelling on Indian railways without tickets or with improper tickets. Of these 200,00 were prosecuted.

A new four-level station has opened at Ludwigshafen in West Germany. Rail traffic operates on the middle two levels—on top there is a deck for road traffic and below links with local trams.

Fare increases by as much as 100 percent are being planned on Czechoslovakia's State Railways. Their aim is to wipe out the passenger service deficit.

Early in January the first freight train is expected to roll across Australia from Sydney to Perth, 2,495 miles, over an unbroken stretch of standard-gage track. Thus it will mark the completion of a $210 million project to make the entire transcontinental line standard gage. Early in March, passenger trains are scheduled to begin making the cross-country trip in 60 hours.

A Japanese scientist visualizes trains with speeds up to 600 miles per hour as a solution to urban travel problems. A series of experiments by Kyonjo Ozawa, professor at Meijo University in Nagoya, indicate such a train could travel 300 miles between Tokyo and Osaka in 35 minutes.

East Germany is again harrassing rail traffic on the east-west border. Communist guards recently took Klaus Schuetz, mayor of West Berlin, off a train and held him in a room on the border for 20 minutes. Then they freed him, with no explanation.

A 24-hour strike tied up virtually all of the railroad trains in France on September 11th. It was the nation's first major labor trouble since Georges Pompidou became president last June. ●

STATE POLICE invoked New York State's new breath-testing law one minute after it went into effect Sept. first to test a man found driving his car down railroad tracks. Troopers said the automobile would have collided head-on with the Delaware & Hudson's *Laurentian* passenger train if they had not notified the engineer by radio that it was on the tracks.

The driver, Donald Duprey, was arrested about 100 feet from the nine-car train at South Junction, near Plattsburgh. After breathing into a balloon attached to an instrument which showed the amount of alcohol in his blood, Duprey was charged with driving while drunk and held for trial. ●

SOME members of the Interstate Commerce Commission have been traveling at the expense of trucking firms, railroads, and other industrial groups whose activities the ICC regulates. This practice came to light during a probe of the ICC and other Federal agencies by consumer crusader Ralph Nader. When Mrs. Virginia Mae Brown, ICC chairman, heard about it, she told ICC members to pay their own expenses when traveling to investigate the industries it regulates.

"Pay your own travel expenses and then put in for reimbursement from ICC funds budgeted for that purpose," she directed. ●

JOHN DRAYTON, a retired British Railways engineer, is described by *Rail News: the Newspaper of British Rail*, as "BR's uncrowned king of ideas." During his 46 years' service, John says, he submitted no less than 25,000 suggestions to rail management, 3,000 of which were accepted and paid for, the total exceeding £5,000. This, we believe, sets a world record. In recognition of his achievement in the realm of ideas, a BR official recently presented him with an inscribed golden trophy and a transistor radio.

Your editor, Freeman Hubbard, met John Drayton in a London hotel several years ago. The two men had a long talk and inspected one of London's railway stations. The "king of ideas," whose address is 13 Sycamore Rd., Griffithstown, Pontypool, Mon., England, traveled a total of 14 hours to meet the visiting American editor, 7 hours each way.

John has kept a personal log-book of all his suggestions and though he's been retired since last January he still pours them in.

"It all began in 1927, four years after I joined the railways," he says. "I was a Newport engine cleaner when an old driver told me: 'You may be only a cleaner but if you've got eyes you can participate in railway operation as much as the general manager.'"

So teenager John kept his eyes peeled. He soon noticed that a man walking on a narrow turntable in front of an engine could be trapped.

"Make them wider," he scrawled in his first suggestion. The railway agreed and awarded him half a guinea.

Since then, thousands of ideas for improving rail operation have flowed from John's brain. His biggest award was 37 guineas for a signaling suggestion. He has this advice for other would-be ideas men: "You will get a lot of your suggestions thrown out, but you mustn't lose heart. Keep on—and never take no for an answer." ●

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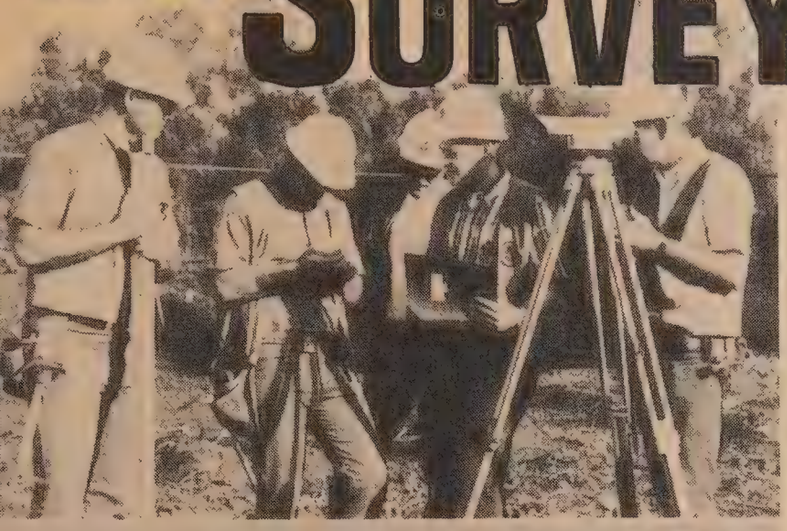

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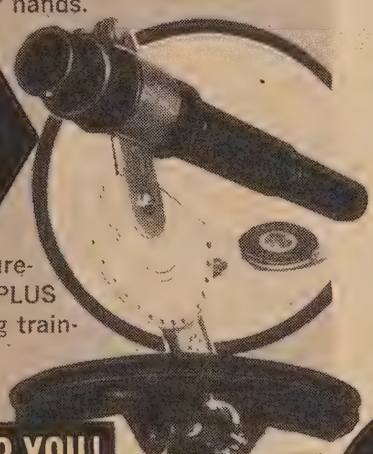

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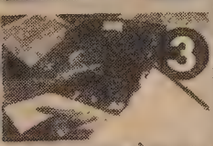

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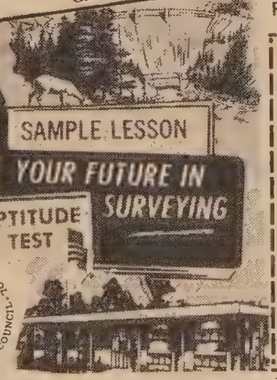

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If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

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Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

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If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

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You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card or letter today to Career Institute, Dept. 477, 555 E. Lange St., Mundelein, Illinois 60060. No salesman will call.

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Photographs of the Month

"Can anyone identify this old photograph for me?" inquires Doug Wornum, 1214 N. LaSalle St., Chicago, Illinois 60610.

Photograph by Mrs. Solomonson, Port Arthur, Ont., Canada

Linda Fontaine, at the throttle, with Patty Browne as a passenger, wheels the engine and caboose built and owned by G. S. Dennis, Box 65, Terrace Bay, Ont., Canada. Linda is adept at the job and helped Mr. Dennis to ballast his 750 feet of track.

A Penn Central freight transfer run last April at Spuyten Duyvil, N.Y., at the northern tip of Manhattan Island.
Howard V. Pincus, 5 Eldredge Place, Rye, N.Y. 10580

Gandy dancers remove rotted ties at Magma, Ariz., junction of Southern Pacific and Magma Arizona shortline. (Note steam loco in the distance.)
Photograph by Joseph A. Mannix

Photograph by Ron Ziel
Members of Long Island-Sunrise Trail Chapter of National Railway Historical Society working on a Long Island G-5s loco in Salisbury Park, Westburg, N.Y.

Jack Armstrong, 107 North Summer St., Adams, Mass. 01220

Lima-built Shay, emitting black smoke blown by the wind, wheels a passenger train on the Arcata & Mad River line.

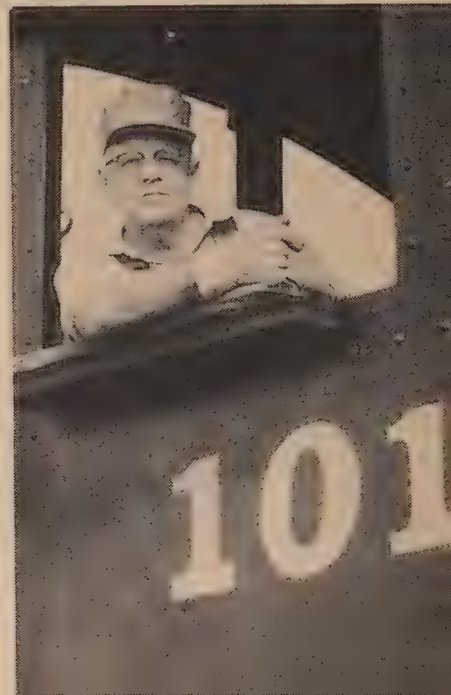
Two Union Pacific photos taken on Sherman Hill near Granite, Wyoming. (April 17, 1945) "Big Boy" No. 4016 hauls 94 cars up the grade. (Sept. 1, 1969) New Centennial type 6600-hp diesel No. 6906, assisted by 3631 and 3617, is pulling 91 cars.

Richard H. Kindig, 3821 Perry St., Denver, Colo. 80212

Max W. Curran, East Brewton, Ala. 36426

Portrait by Wilbur T. Golson

T. R. Miller Mill Company's No. 101 (2-6-2) is shown about to leave Brewton, Ala., for Illini Railway Museum, to which she has been sold for about $6,500. Standing on her pilot beam are (left to right) Bob Rucker, engineer; C. E. Stewart, L&N master mechanic, and J. Donald Byrd, the mill company's master mechanic. (Portrait) Bob Rucker, who died September 14th.



MEXICO CITY TERMINAL

by Cisco Drake

Mexico City's modern $12 million Union Station was opend March 8, 1959, after 13 years of planning and construction.
All photos by (or from) Cisco Drake, Apartado Postal M, 2474, Administracion de Correo No. 1, Mexico City, Mexico

Inclined ramp, instead of stairway, permits redcaps to handle luggage easily.

MEXICO CITY has one of the world's largest and most modern railroad terminals. It is, in a sense, a great cathedral of the rails. Because it is located not far from my home, I spend much of my spare time in and around that great Union Station and I happen to know some of its history, romance, and folklore.

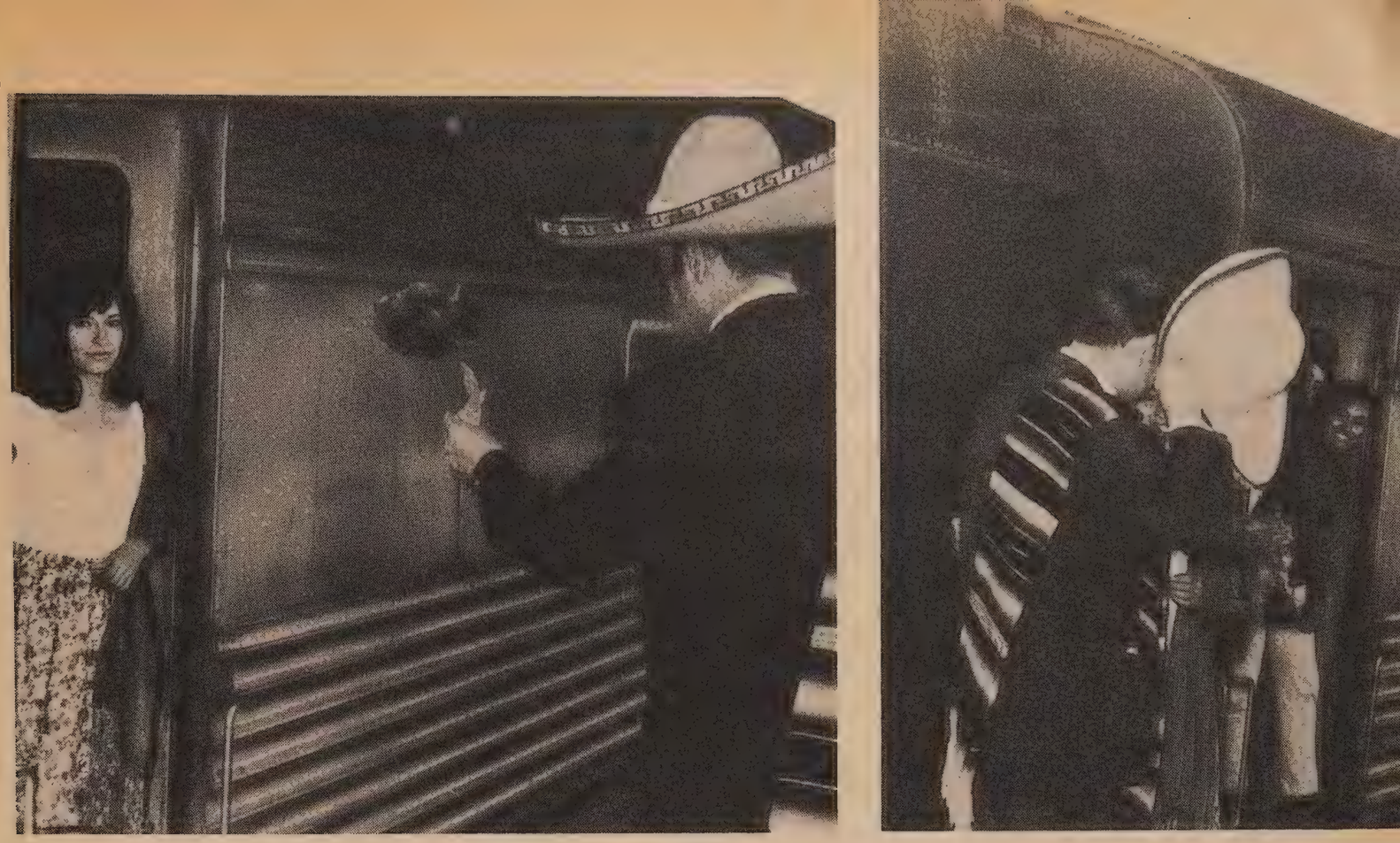
Jorge Medellin, the famous Mexican architect who designed it, spent considerable time in foreign countries studying their terminals and gathering the ideas which he later put into practice. Knowing that our capital was prone to earthquakes, he took the necessary precautions. Not only were the foundations dug uncommonly deep but the depot itself was built upon a foundation of concrete reinforced with iron. Its basic iron girders are not upright but are X-shaped so as to better withstand earth tremors.

The city also is subject to flooding in the rainy season. To prevent rushes of water into the station, there are plenty of grill openings in the sidewalks outside it to drain off the water. These sidewalks, incidentally, are roofed over with thick iron to shield outgoing and incoming passengers from blazing sun or driving rain. Coating these roofs is the kind of iron-resistant paint used on bridges and ships.

Completed in 1959, the station is immense. Floors, ceiling, and walls are handsome polished marble that is kept clean and shiny by janitorial crews constantly on the job. Piped music fills the air, even the commodious men's and women's rest rooms, and there is air-conditioning in summer time. Passenger platforms are six yards wide.

Twelve rail lines enter Union Station. Unlike American metropolitan centers, Mexico City has no local commuter trains; there is very little flow of workers into the city every week-day morning and out again in the evening.

A large percentage of the arriving passengers come from primitive Indian villages. It is interesting to watch their



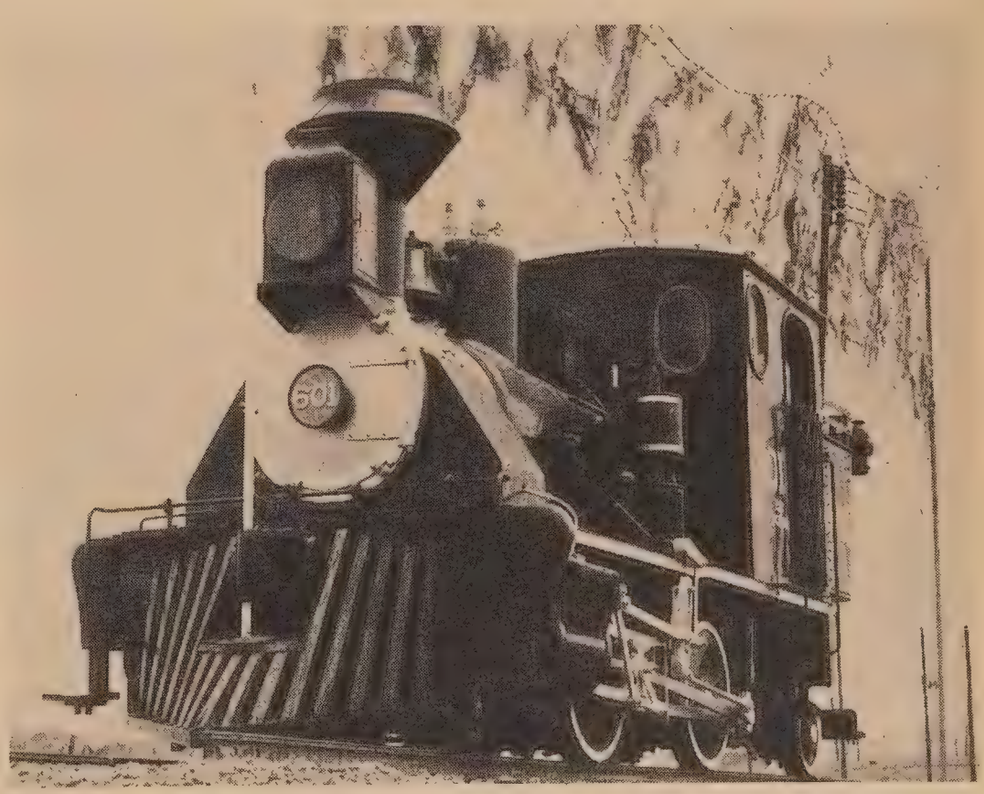
In the station, "lonely hearts" correspondents meet for first time, each with means of identification previously agreed upon. She wears a miraculous medal on a chain around her neck; he has a flower. Then, behind his sombrero, he kisses her.

reaction to what they undoubtedly regard as a palace. They explore the modern facilities with awe and wonderment and childlike curiosity. Peasant kids love to do such things as jumping up and down on the penny scale, making faces at themselves in its mirror, and spinning around the restaurant stools.

The unsophisticated adults, accustomed to sleeping on the ground in their village huts, reject the soft plush of movie-theater-type seats on one side of the waiting room. Almost invariably they occupy the hard benches on the other side.

It is not uncommon to see peasants bring home-grown fragrant flowers or handicrafted paper flowers by train into the station to sell in the capital. Often the women carry baskets neatly balanced on their heads. Clad in brightly-colored native dresses that reach their shoe tops, they are shocked to see the modern city girls wearing lipstick and slacks or mini-skirts. I have watched more than one of those people take out a handkerchief that is tied up full of coins and untie it to pay for candy or soft drinks bought at the stores in Union Station. Sometimes when the knot is untied, the coins are scattered on the shiny marble floor.

Also in the great terminal I have observed women whose bellies were so fat that you might think they were heading for the maternity ward. Actually, they had come from across the northern border and were smuggling in American-made goods, which are much in demand here, under their clothing without paying customs duties. On one occasion, two seemingly preg-



An old diamond-stack locomotive, one of Mexico's earliest, stands today on a platform outside the capital's great Union Station as a reminder of the colorful past.

Natives in local costumes board a Pullman car to entertain tourists from the U.S.

nant ladies bumped into each other. Suddenly their abdomens were deflated as merchandise like small clocks and battery-operated toys dropped onto the station floor! There was quite a scramble to pick them up.

Another female smuggler was carrying a battered, old, cardboard suitcase. It fell open abruptly, disgorging dozens of pairs of nylon stockings. Luckily for her, a fellow traveler came to her rescue, helping to put them back into the suitcase before the police could get wise to what was going on. I have known, too, of women smuggling expensive jewelry in their brassieres and underwear. They felt it slipping down inside their clothing and rushed into the ladies' room in the station to readjust their unmentionables.

Four blocks from Union Station itself is a hump yard for switching coaches. The entire area has a capacity rail space for nearly 2,000 passenger cars at a time. There is a 34-stall roundhouse for cars in the yard, with complete electrical and mechanical installations in each stall. Four yard engines handle the switching arrangements for washing and servicing cars.

I asked an official of the National Railways of Mexico: "Does it pay to build and maintain a huge ultra-modern terminal in these days when so many rail systems all over the world are sharply reducing their passenger service?"

"Yes," he said. "It is precisely because so many roads have stopped catering to passengers that they are losing the business. Such is not the case here. We Mexicans built this station for the future as well as the present, on the premise that trains will always play a vital role in taking our people wherever they want to go. For example, passengers don't like to wait in long lines for tickets, so we installed ten ticket windows."

The cost of train travel is considerably less in Mexico than it is in the United States. One feature of the magnificent Mexico City terminal which American railroad depots don't have is the imposition of a small charge for anyone wishing to go onto the station platform to board trains, meet them, or photograph them. Some overseas stations, even in far-off Taiwan in Thailand, charge such a fee. The purpose is to help pay the cost of maintaining the building and to keep out mere loafers.

Occasionally, by pre-arrangement, groups of U.S. tourists arriving at the station on southbound trains are met by musicians dressed in gay peasant costumes, singing and playing their native folk music.

Back in the 1920's, before our Union Station was built, Pancho Villa, the revolutionary leader and his men, who stole from the rich to give to the poor, often used the strategy of seizing an entire train, even putting their horses aboard. They would steam peacefully and unnoticed into a town. Then suddenly they would unload from the train, mount their horses, shoot up the place, and escape by rail with whatever loot they were able to get.

One day they kidnapped some society girls from a finishing school. The girls, presumably all virgins, had been sent to that fashionable institution to keep them from conversing with men or associating with the opposite sex in any way. But once they were traveling with Villa's troops, the young students soon lost their inhibitions and, I am told, their virtue also. History relates that much of the Mexican revolution of those days was fought in and around trains and that some of the girls snatched from that exclusive school were involved in it.

But getting back to Union Station in Mexico City, I have seen "lonely hearts" correspondents meet each other for the first time in the vast waiting room. This sort of thing is fairly common. In remote villages of my country, many parents of teen-agers discourage them from falling in love because the entire family depends upon wages of the youngsters for support. Of course, when you get married, you naturally stop giving money to your

A country couple with five small daughters arrives at Mexico City Union Station. The man is taking his pregnant wife to a maternity ward in a big modern hospital.

. little over ten years ago, hen Union Station was built, ains all over Mexico were ill being powered by steam.

parents. That is why Mexico has so much courtship by mail and so many elopements by rail.

A frequent practice is for the man who is courting by correspondence to write to his sweetheart saying that she can recognize him because he will be carrying a flower in one hand. And the girl may write back that she—being a Catholic like himself—will be wearing a miraculous medal containing a picture of the Blessed Virgin on a chain around her neck.

Ever since Union Station was built, I have occasionally seen couples meet in the waiting room there with the means of identification I have just mentioned. In fact, it happens so often—there are so many fellows and girls with somewhat similar identification—that one time I saw a man with a flower kiss the wrong girl! ●

At every whistle stop throughout Mexico, peasants hurry over to the trains to sell all sorts of things to eat as well as souvenirs, including native handicraft goods.

PASSENGER TRAIN SURVEY

Passengers board Canadian National train No. 6, the Vancouver-Toronto/Montreal *Panorama*, at Vancouver, B.C., terminal (July 26, 1968). At left, the *Super Continental* consist includes a B&O diner and a former Milwaukee Road "super dome."
Photograph by William D. Middleton

PASSENGERS en route from Lincoln, Neb., to Billings, Mont., on Burlington train No. 41 not long ago were surprised when their train stopped unexpectedly at the village of Hemingford, Neb. Rubbing their eyes, they settled back in their seats for what they thought would be a short stop. It wasn't short. An embarrassed Burlington official climbed aboard to tell them that the train had been discontinued. A bus would come from a town 40 miles away to take them on to Billings. Sure enough, four hours later the bus showed up.

Bored passengers whiled away the hours perched atop their baggage on the station platform or strolling unhappily up and down the platform. One rider was a boy of 11 traveling alone. A woman passenger spent the time trying to quiet her four small children, all hungry and crying.

CB&Q had won Federal authority to discontinue the train, and decided to move swiftly before the U.S. Supreme Court could reverse the order.

Opponents of the abandonment, including a citizens' group, the Railway Labor Executives Association, and the Crow Indian tribe, rushed to the Supreme Court and got Justice Hugo Black to issue a 10-day order requiring the Burlington to restore the train. It did so, and the train ran the next day after its abandonment. But the road dropped that train again like a hot potato when Justice Byron White, before whom the case was shifted, declined to continue Black's order.

More discontinuances among the diminishing number of passenger trains are being sought by the railroads. Among the latest moves to drop trains are these:

By the Rock Island, trains 17 and 18, between Kansas City and Minneapolis.

By the Penn Central and the Illinois Central, the *James Whitcomb Riley* train between Chicago and Cincinnati.

By the Pennsylvania Reading Seashore lines, all train service between Philadelphia and Jersey shore resorts.

By the Erie Lackawanna, trains 5 and 6 between Chicago and Hoboken, N.J.

By the Burlington, trains 3 and 4 between Chicago and Lincoln, Nebr.

By the Chicago & North Western, trains 209 and 214 between Green Bay, Wis., and Ishpeming, Mich.

Canada's two major railways have been given the green light on new applications for closing passenger services or abandoning branch lines they claim are unprofitable.

Orders covering such applications were issued by the Canadian Transport Commission after almost two years of study into railway problems. These orders were expected to speed up consideration of 53 railway applications for permission to abandon service on branch lines, mostly in western Canada, besides giving rise to many new requests for abandonments. There are 1,1661 miles of track involved in applications for abandonment.

If CTC decides that although the service is losing money, it still must be maintained in the public interest, the railway running it will be able to get a subsidy: The railways will be reimbursed for 80 percent of their losses approved by the commission on passenger services, and 100 percent of their approved losses on freight lines.

The new CTC orders require the railways to submit detailed statements on traffic, costs and revenues on each line they seek to abandon, or passenger service they seek to discontinue.

Canadian National operates 9,591 miles of guaranteed lines, and the Ca-

nadian Pacific 8,512 miles of guaranteed lines. Saskatchewan has the largest amount of guaranteed trackage, 8,566 miles. Alberta has 4,809 miles, and Manitoba 4,728.

For his unique study into the stability of high-speed trains of the future, Dr. Dean Karnopp of the University of California received a medal Oct. 15th from the Franklin Institute in Philadelphia. With the need for high-speed trains clearly established, he analyzed the problems relating to smooth and safe rides. It is still unknown whether trains of the distant future will use conventional wheels and tracks or be propelled on a cushion of gas or liquid.

Our October issue had an item about Senator Ted Kennedy's ability to get four tickets, presumably on the *Metroliner,* after a ticket clerk had refused to sell tickets to Senator Mansfield and Senator Percy's wife, claiming that no seats were available.

Says Al Franck, Box 171, Richmond Hill, N.Y. 11418: "The omnipotence of all Kennedys, past, present and, no doubt, future, is taken for granted. They are the anointed. The thing that should be gone into relentlessly is why the clerk refused tickets to Mrs. Percy and Senator Mansfield when he actually had unsold tickets on hand. This circumstance suggests a racket of some sort which should be stamped out summarily. I wonder what Penn Central's high brass would say about it."

A letter to Governor Rockefeller of New York, offering "to help make the Long Island Rail Road the cleanest as well as the best commuter line in the nation," came from Ellis P. Eisenstein, president of Aeroseal Corp. Mr. Eisenstein offered to supply, without charge, as much spray cleaner as is needed for the windows of all 643 cars that the LIRR expected to have in service by Oct. 7th. That amounted to some 2,000 free cans of window cleaner. Commuters, used to peering through grimy windows on their way to and from work, were amazed to see the sun and sky again.

The Interstate Commerce Commission ruled Sept. 12th that it had no authority to regulate the quality of railroad passenger service. Reversing an ICC examiner, the commission held that Congress had not granted it jurisdiction in cases in which railroads intentionally downgrade service.

The National Association of Railroad Passengers, according to its chairman, Anthony Haswell, will appeal to the courts on this ruling. However, the ICC has asked Congress to give it the authority to deal with the problem and suggested that the Department of Transportation study the nation's passenger-train needs.

"We are glad that the ICC, despite its negative ruling," Haswell comments, "will seek legislation from Congress. Its legislative recommendations should be comprehensive enough to cover all facets of passenger service."

"During the past 15 or 20 years the railroads have tried just about everything they could reasonably be expected to try in their efforts to discourage patronage," Dick West writes in the *Seattle Times.*

"They have provided poor service, antiquated equipment, rough roadbeds, jolting stops and starts, late arrivals and numerous other subtle hints that the passengers were unwanted.

"Yet there remains a hard core of obstinate, impervious irrational and insensitive travelers who insist on riding trains.

"These inconsiderate die-hards make it difficult for the railroads to lose enough money to justify discontinuing trains. And when the Interstate Commerce Commission does authorize a discontinuance, they frequently go to court to try to block it."

"With very few exceptions, you can be very certain that railroads do not want you as a passenger," R. Richard Krall, Scottsdale, Pa., writes in *Advertising & Sales Promotion magazine.* "With few exceptions, passenger trains are losing money. Most railroads are determined to get out of the passenger business as fast as possible. If you wanted to do that, how would you accomplish it? Simply by deliberately making service as unattractive and inconvenient as possible.

"Recently railroads have been attempting to discourage Pullman travel by simply telling customers that all reservations are filled when it can be proved they were not. People in a number of major cities have reported being unable to secure reservations on trains when Pullman cars were running almost empty."

"My own feeling," comments Tom Shedd, editor of *Modern Railroads,* "is that maintaining better service on the few trains that remain could be well worthwhile in terms of goodwill. However, the present thinking of railroad management is very much dollar-oriented, and you can't measure goodwill in dollars."

Penn Central is not noted for its courtesy to passengers. Take, for example, the case of Peggy, who lives in Princeton, N.J., and phoned the station there for information about a train trip she was about to take to Philadelphia. After a long wait, a voice answered, "Yeah?" So Peggy asked her question.

The voice said: "Lady, I don't know anything about trains. This is an answering serivice. The train people are out to lunch. If you leave your number they could call you back."

Chicago & North Western is installing bicycle racks at its suburban commuter stations. Says H. A. Lenske, director of commuter and passenger service: "We decided to install racks when we noticed an increasing number of commuters cycling to their suburban stations, either for exercise or to avoid driving and parking costs."

A new form of electronic data processing, the 20-second ticket, that Penn Central is now using for its high-speed *Metroliner* between New York and Washington, D.C., may conceivably revolutionize the issuance of reservations and tickets for the railroads.

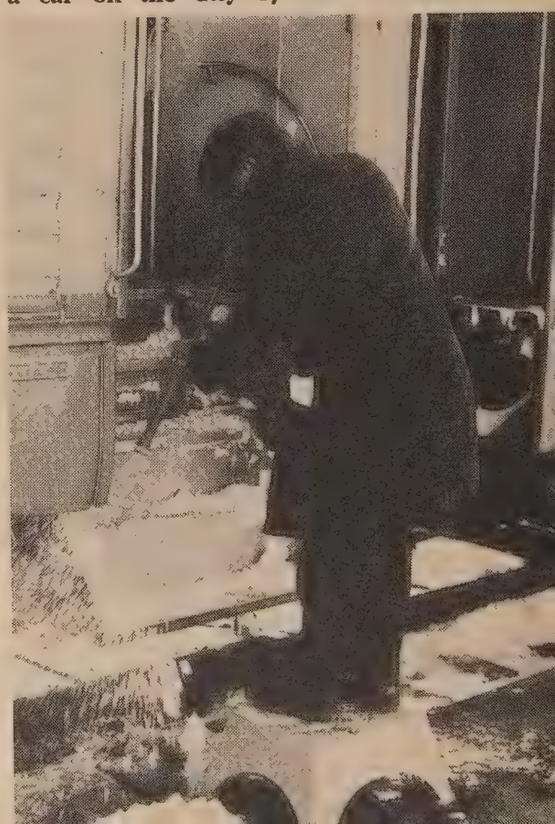
Being installed in New York's Pennsylvania Station and in Washington and Philadelphia, the vending units are the world's first consumer-operated and computer-controlled ticket-issuing machines. Never before has the man-on-the-street been able to communicate directly with a computer or, more amazing, have a computer in effect print out a ticket to his demand.

Both the vending machines and the manned console-printer terminals are connected to a giant central computer in the New York office of Ticket Reservation System Inc. All *Metroliner* seats are programmed into the computer's "memory."

But if the train has already been abandoned—well, there is nothing the computer could do about it. ●

Jim Belden, La Crescenta, Calif.

Pullman porter is clearing snow from a car on the *City of San Francisco.*



THOSE ERIE BERKSHIRES

AMOTIVE-POWER dilemma faced the Erie Railroad in 1925. Its slow freights, competing with the New York Central's fleet of superb 4-8-2 Mohawks, were losing the race for business between New York, Buffalo, and Chicago. For years Erie had moved its traffic with aging 2-8-0's, heavy 2-8-2's, and cumbersome 2-10-2's. With the new increase in tonnage placed on these hogs, plus the demand for faster time freights, the day of the multiple engine drags was ending and

by MICHAEL A. EAGLESON

the Erie lost out. The road needed a tall-drivered, high-performance engine which could develop great horsepower at sustained speeds, rather than one just slogging along with enormous tractive effort on low-slung drivers.

With the election of John J. Bernet as president of the Erie in January, 1927, a new era dawned for the company. Bernet quickly decided to do something about the more than 1,000 aging locos on the roster. He was impressed with Lima's new super-power A-1 2-8-4 demonstrator, which had toured several roads on tests in 1925. This type, the first of her wheel arrangement, became known as the Berkshire because of the splendid job she did on the Boston & Albany, in the Berkshire Mountains. But, the Erie's new president wanted a locomotive even bigger, more powerful, and particularly faster.

The high-drivered Berkshire was the answer. This necessitated good counterbalancing. That called for high horsepower, which required big cylinders, which, in turn, needed high boiler pressure and tremendous boiler capacity for making steam.

Both the American Locomotive Company and Lima were consulted; and an enlarged version of the Lima demonstrator with 70-inch drivers for speed, rather than the A-1's 63-inch, was agreed upon. The new Berkshire's long wheel-base for added stability was used, as well as an outside journal lead truck. The results were a large boiler with clean lines and a high superheat temperature.

American's Brooks Works delivered S-1's numbered 3300-3324, while Lima went to work on the S-2's, 3325-3349. The former, although lighter, had more weight on the drivers, less boiler pressure, and a higher cutoff. S-1's sported the now-famous Erie diamond herald for the first time on a tender side, and a modern Commonwealth Delta trailing truck. The high horsepower, speed, and fine operating characteristics of the 3300's combined to make a long forward step in steam locomotive design. The S-1's, however, had less tractive effort than the their newer sisters.

Other new Erie features were American multiple throttles, housed turrets, and air compressors mounted on the pilot beam but shielded for an uncluttered appearance. Everything about the 3300's was new and massive.

The next order of Berkshires was given to Baldwin to see what the Philadelphia builder could do with the basic design. Designated S-3's, the 3350-3384 delivered by Baldwin in 1928 and featured an angled bell-hanger for a neater front end, and larger tender capacity (one drawback of the earlier series) for the Erie 2-8-4's could sure use water.

In 1929 Lima got the nod for the final batch of Berkshires, 3385-3404, classified S-4's. In the next year, the Erie also ordered ten 0-8-0 switchers, class C-3-A which came with gigantic 20,000-gallon and 28-ton tenders. These tenders were then given to the earlier S-1 and 2 engines to replace their smaller tanks and to lengthen the distance between water stops. Finally, the original Berkshire tenders went to older, lighter power, whose tenders were then assigned to the tenderless new 0-8-0's. With the arrival of the final batch of 2-8-4's, the Erie owned 105 of the type, more of this superior wheel arrangement than any other road.

The 3300's delivered just what the salesmen had promised: more tonnage moving faster over the road with less coal. Freight trains could now be run at speeds of 50 and 60 mph, and un-

Photograph by
Robert F. Collins

officially at 70. The runs were made with fewer time-consuming water stops. Superintendents ordered train crews to make the yard limits, cutting out many of the usual water stops, if possble, even though the fires had to be dropped upon reaching the terminal, due to an empty tender and boiler. Pushers once based at Suffern, N.Y., to shove heavy freights east to Ramsey, N.J., were eliminated, for the old drag engines couldn't keep up with the new Berkshires. The 3300's, which replaced approximately 300 obsolete hogs, continued to be the chief movers of freight until the diesels arrogantly took over in the early 1950's.

Because of the Erie's traditional generous clearances and 6-foot-gage history, the Berkshires stood 16 feet, 4 inches high—an unheard—of dimension by eastern practices.

Berkshire No. 3342 (Lima, 1927) had the distinction of having two boosters, an Ingersoll on the trailing truck, and a Bethlehem on the front tender truck, totaling 100,400 pounds of tractive effort for starting heavy merchandise trains. This super-Berkshire concept didn't last long, however, for these adaptions worked against the principles of high horsepower.

One Berkshire, No. 3377, was leased to the Chesapeake & Ohio for exhaustive tests between Russell, Ky., and Toledo, Ohio, pulling coal trains to the Great Lakes. Although she did a remarkable job, it wasn't enough for the high-tonnage-mad C&O. Trains of 160 cars loaded with 12,000 tons of coal were just too much for the 3377. However, the C&O sensed a miniature thoroughbred in the Erie 2-8-4's. What resulted in 1930 was an enlarged version of the 2-8-4, but with a 2-10-4 wheel arrangement. The C&O called them T-1's.

For a while, the new high-speed Texas types proved just what the C&O wanted. The drivers were 69 inches in diameter, rather than the Berkshires' 70. The cylinder stroke was increased from 32 to 34 inches to overcome a crankpin leverage difficulty in the 3300's. Incidentally, the much-acclaimed Nickel Plate Berkshire fleet retained the 69-inch driver and 34-inch stroke specification. This tells us that the C&O must have been on the right track in locomotive development.

In 1927, when the 3300's first were delivered, the big engines were prohibited west of Marion, Ohio. There, because of bridge restrictions, Mikados had to continue the freight runs into the windy Chicago. This situation was corrected later. Lima-built S-2's and S-4's were restricted to the west end of the railroad (west of Hornell), and ran east only in emergencies since they didn't have the automatic train control required from Port Jervis to

Eighty-three cars of stock on train 90 are being wheeled in the grand old manner behind S-3 No. 3380 at Mahwah, N.J., on January 25, 1948.
Photograph by Robert F. Collins

Hornell. The American- and Baldwin-built S-1's and S-3's ran on the east end of the system.

Another variation in design was that the American and Baldwin Berkshires had 225 psi, while the Lima engines had 250 pounds on their gages. All had limited cutoff. S-1 No. 3324 was built with a standard Duplex stoker, with twin screws supplying fuel to the hungry fire, but later it was replaced with the more conventional standard HT type. Over the years, all but one Erie 2-8-4 had its Alligator type crosshead replaced with the Laird design.

In South Port—Elmira, N.Y.—the trackmen often raised the sagging rail around the water spout. On one occasion, fireman Jack Craft, now Erie-Lackawanna's road foreman of engines, found the newly raised track so high that he barely got the spout swung over the tender top. It was a close call, indeed, for he badly needed to get water, a problem often faced when running 3300's hard on tight schedules.

Although strictly freight engines, some Berkshires wheeled troop trains. Others, equipped with steam-heat lines, handled mail trains Nos. 7 and 8 regularly for a week or so during the heavy Christmas season between Jersey City, N.J., and Hornell. But none was ever used on a railfan special. If anyone has photos of these rare moments, we want to hear from them.

Let's see how the highest and heaviest 2-8-4 ever built operated on regular runs. Westbound, a 3300 could haul 60 to 65 loads on train 77, a fast run out of Croxton, N.J., to Port Jervis, N.Y., and on from there to Chicago. There was a 2800-ton limit, nearly 100 empty reefers on Waldwick grade westbound. An empty hopper train had over 100 cars, being much lighter than the reefer block. Sometimes an engine would go clear through to Susquehanna, Pa., not changing at Port Jervis. This was often done on the eastbound trek. However, on that trip, a 2-10-2 or two was usually added for the 10 mile agonizing grade from Susquenhanna to Gulf Summit. Here the skill of the engine crew was tested daily on the hill. Often trains stalled, tieing up the railroad, but an engineer would let that happen only once. Later eastbound at Port Jervis, a Berkshire-powered freight got another 2-10-2 helper, a Mike, or even a pair for the 8-mile ordeal up to Graham (FX tower).

Westbound from Susquehanna to Hornell, a single Berkshire could complete the run to Chicago or Buffalo. It was only in recent years however, that

Overhauling a steam engine was a backbreaking dirty job, as these shopmen at Hornell, N.Y., will agree. The freshly ground cylinder of No. 3397 gets replaced.
Erie Railroad photograph

S-3 No. 3372 rolls empties past Mahwah, N.J., to Chicago with train 89 in 1941.
Robert F. Collins, 436 Radcliffe St., Wychoff, N.J. 07481

With owner's herald proudly displayed on her tender, S-1 sports the larger replacement tank once swapped from a new 0-8-0.
Photograph by Robert F. Collins

the bridge restrictions permitted a 2-8-4 actually to enter either of those cities. Prior to that, a big Mike did the job.

In the Windy city after the early 1940's, the Erie used the Chicago & Western Indiana's roundhouse at 47th Street to turn their 3300's. Several stalls in that house were extended to handle the longer power. This was the same roundhouse where, until recently, rail-fan Dick Jensen kept his stable of steamers. Regretably, he had to find other quarters since the old roundhouse was being razed.

Train 98, the eastbound Chicago-to-Croxton reefer job, had a Buffalo connection, No. 84. Hornell was the split and consolidation point. The train line-up was as follows:

Westbound train 77—Merchandise to Chicago, the road's fastest freight (later becoming train 99); 85—empty cars returning west; 87—fast freight to Buffalo, and 91—the clean-up from Croxton to Buffalo and Chicago.

Eastbound train 74—Chicago to Croxton perishables; 78—Chicago to

Erie Railroad photograph

Salamanca, N.Y., roundhouse had 105-foot turntable, long enough for a Berkshire. Who wants to return to this 1947 scene?

For years the Waldwick, N.J., curve was a favorite spot for photographers. Here stock train 89 with No. 3350 has a roll on.
Photograph by Robert F. Collins

Croxton mixed merchandise; 90—stock train from Buffalo to Croxton, and 98—Chicago to Croxton reefers, combining at Hornell with 84 from Buffalo.

When some of the 2-8-4's got larger tenders later on in their careers, they usually kept them until the very end. One 2-8-4 kept its small tender permanently, however, as it was the engine assigned to the turn at Newbury Jct., and went over New York Central tracks. The shorter tender was needed to fit on the turntables there.

Regularly a 2-8-4 would get caught up on the hump in Croxton yard. She would balance and be unable to move in either direction. The usual remedy would be a kick in the rear by the yard engine. Of course, the 3300's weren't allowed *over* the hump.

One foggy night, a careless switch-tender put a Berkshire off the end of track in the Croxton yard. The Berkshire finally stopped high and dry on a pile of garbage as the yard bordered the town dumps. The big hook had to be called to get her back on the rails. There was no more sleeping in Croxton yard that night!

Engineman Jack Craft tells us that he was firing a 3300 the day that Japan surrendered in World War II. He wanted to do something special to celebrate. Having little to work with, he wound several rolls of toilet paper (which he kept in the tender), around the handrails and domes of his locomotive for decorations. This drew laughs and waves from passers-by as he pounded along on his run. Near Corning, N.Y., a mischievous brakeman put a whole case of torpedoes on the track. It sounded like the war had started all over again with the machine-gun-like report of the track warning devices.

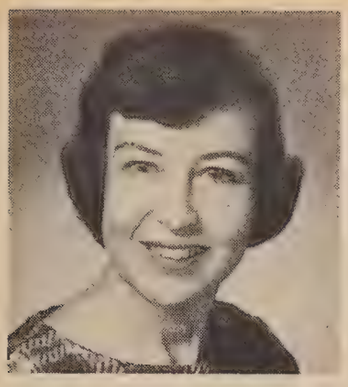
The 3300's ended their carrer on the Mahoning Division between Meadville, Cleveland, and Youngstown. Their final days were spent in drag service and on secondary trains. A final moment of glory returned one night in the early 1950's when a newly delivered diesel broke down on train 99 (which replaced train 77), "The Flying Saucer", the hottest freight run on the railroad. For a while, as the big 3300 marched loudly through one sleepy town after another, the countryside sounded as if the end of steam was far off. The proud hogger told the world that he was coming with steam that night. Regretably, not one 3300 or any Erie steam locomotive has been preserved. ●

Specifications of Berkshires

Tractive force	72,000 lb.
Cylinder,	28½ in. x 32 in.
Drivers, diameter	70 in.
Weight on drivers	286,500 lb.
Total weight of engine	468,800 lb.
Weight of tender	278,000 lb.
Driving wheel base	18 ft. 3 in.
Total engine wheel base	44 ft. 0 in.
Steam pressure	250 lb.
Tender capacity	20,000 gal., 28 tons

Photograph by the late Ted Gay

A perfect exercise in the classic wedge shot: No. 3316, S-1, at Ramsey, N.J.



INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***I find Sy Reich's rosters interesting and helpful, but I often wonder how locomotive classes are determined.***

There is no set way to determine them. Railroads generally use the letter system for convenience, assigning any letter to any type. For example, on the Pennsy back in steam days, the Pacific (4-6-2) type was class K; on the Canadian Pacific it was class G, on the Southern Pacific class P, on the C&NW class E, and so on. Most shortlines don't identify their motive power by classes.

2 ***Did Joe Easley ever paint any Railroad Magazine cover pictures?***

Yes, just one showing a passenger about to board a steam-powered mixed train at a mountain flagstop (Oct. 1940).

3 ***Erie Lackawanna tracks cross my farm in upstate New York. The railroad doesn't keep its fences, gates, or crossings repaired. My wife and I fixed the fences and replaced the crossing gates. The crossing itself it still in bad shape. Some of our machinery using it was damaged and two tires were blown. What can I do?***

Write to George E. McHugh, chief of Railroad Bureau, N.Y. State Public Service Commission, 44 Holland Ave., Albany, N.Y. 12228.

4 ***What does "BRE" stand for?***

Burlington Refrigerator Express, a wholly-owned subsidiary of the Chicago, Burlington & Quincy RR. It began operations June 1, 1926, and is now associated under one management with the Fruit Growers Express Co. (founded May 1, 1930; owned by 9 railroads) and the Western Fruit Express Co. (founded Sept. 1, 1923; wholly owned by Great Northern Ry.).

5 ***Did the Reading ever use steam turbine locomotives?***

No, but some ran dead over Reading tracks from Baldwin plant.

6 ***Reading Mike Eagleson's page, "In Search of Steam," prompts me to ask: (a) What is the difference between a tank locomotive and other locomotives? (b) What is a water jacket?***

(a) The tank loco has no separate tender. Her water tank and coal bin are mounted on the locomotive main frame. (b) Holes or openings surrounding the cylinder of an engine to allow water to be pumped around them to prevent overheating.

7 ***In 1964, when I took a fantrip over the Marquette & Huron Mt. RR. in Michigan, its president, J. A. Zerbel, seemed very optimistic about the future of his road's passenger service. Is he still optimistic?***

No. The line is now freight only.

8 ***A brief history, please, of East Barre & Chelsea RR.***

Company was incorporated Sept. 11, 1892, to operate a railroad to East Barre, Vt., from a connection with the Barre RR. tracks in Barre town. At the time of merger with the Barre RR. the latter operated the EB&C, 1.7 miles, under a 99-year lease. On Nov. 19, 1937, the Interstate Commerce Commission authorized the abandonment of 1.37 miles of the old EB&C, leaving only a short spur at the junction with the present Barre & Chelsea.

Meanwhile, on Jan. 1, 1945, the Montpelier & Wells River became part of the B&C, whose name was then adopted for both roads. The rolling stock was renumbered and relettered but the locos kept their same numbers. In the fall of that year the ICC granted the B&C's request to abandon their entire line. The section from Montpelier to Wells River was sold for scrap. Rails were removed during the winter of 1956-'57.

Samuel Pinsly bought the section between Montpelier and the nearby granite quarries as well as to Barre town. It became the Montpelier & Barre and began operating trains Jan. 15, 1957. Then the little road took over the Central Vermont's Barre branch May 1, 1958. The B&C's last railway post office car was operated Oct. 29, 1955, on train No. 3 from Woodsville, N.H. Elwin K. Heath of Barre supplied the foregoing data.

9 ***Where can I find the poem. "Boomer Shack's Reminiscences"?***

Right here. Walter De Lany wrote it.

Texas Jack was eastbound; he came from the Rio Grande
And stopped one night in Bridgeport on his way across the land.
His mood was reminiscent and he talked a lot of fate
And troubles that beset him from Maine to Frisco's gate.
I listened very quietly for the tale which he'd unfold,
And if you'll pause a minute, here's the story that he told:

"Standin' at the Bridgeport station, with the Boston overdue,
I can see the New Haven freight train slowly pullin' through,
Long red boxcars, big gondolas, yellow reefers, flats, and tanks,
And they're bringin' back the happy days when I was in the ranks.
New York Central, on the river, there's the Erie and the Soo,
D&RG, that's the high line where they take 'em from St. Lou,

"B&O, the good old Billie, down in West Virginia slopes,
Where I wheeled 'em on a highball and shattered all my hopes.
Great Northern, there's another where the hoggers used to sweat;
Billie Mays of old Boise City, wonder if he's back there yet?
There's the Pennsy with its memories of the days now passed afar
When I rode 'em on the horseshoe—perhaps that very car;

"Lehigh Valley, Jersey Central, and the Susquehanna, too,
B&M, the old downeaster, where we used to double through.
Here's a Frisco and a D&H, and there' a C&O,
Where we left the rollin' country and Ohio's breezes blow;
Wabash and the Santa Fe, and the Big Four now I see,
Lackawanna and Long Island, then the lonesome LNE.

"Illinois Central, through the cornfields where the sun is always high,
Rock Island and Missouri, and the dear old P&Y,
Pere Marquette, that grand old-timer I remember as a youth.
When we used to leave Chicago and sleep in old Duluth.
P&R, and Hockin' Valley. Oh, say, it's simply grand!
There's the Cotton Belt and Southern from down in Dixie Land,

"Canadian Pacific resplendent in a brand new coat of red,
New York, New Haven, Hartford, badly battered rides ahead;
And now we near the endin', here's the little red caboose.
I could tell you more about them, but I know it ain't no use,
For no matter where you wander or where you chance to roam,
If you've heard the rail-a-callin', you won't never have a home!"

Running Extra

Here is a tough question: "Which issue of *The Official Guide* listed the largest number of railroads?" asks Col. J. W. Bender (retired), 5409 Taney Ave., Alexandria, Va. 22304. (Jim Crimmins counted 989 in May '37 issue, but some may have been duplicates.)

"Did the old Erie & Pittsburgh (now part of Penn Central) ever operate in my state?" inquires R. L. Smith, 712 S. 8th St., Coshocton, Ohio 43812.

Info. on Colorado & Southeastern is needed by H. D. Connor, 1604 Blue Bonnet Dr., Fort Worth, Texas 76111.

A brief description of the Wheeling & Lake Erie would please Harry Olmsted, 1025 Oakcrest Rd., Arlington, Va.

Wanted by James Panza, 436 Union St., Verona, Pa. 15147: history of Conemaugh Div. or mainline of Penn Central (ex-Pennsy) between Pittsburgh and Johnstown, Pa.

Info. on two obscure Penn Central branch lines is needed by Robt. Lookup, 8 W. Polk St., Chicago, Ill. 60605—their pre-merger names, their passenger service and co-ordinated through freight runs (i.e., did New York Central in conjunction with the old Phila. & Reading use Williamsport, Pa., as a gateway from Philadelphia to and from the west and south?). Those branches are the ex-Pennsy's line fom Red Bank to Driftwood and the ex-NYC route from Williamsport (Newberry Jct.) to Polk.

"Last August I saw Alaska RR. gondola No. 13463, loaded with scrap iron at a dock in Saginaw, Mich., on a C&O track," writes Paul Allen, Midland, Mich 48640. "Can some Alaska reader tell me how it got there and if any more ARR cars are running in this country?" (There is regular freight service between Vancouver and Alaska, using AAR cars in interchange.)

Info on operation of Jersey Central planes at Ashley, Pa., abandoned in early 1950's, and pix of the cables and "barneys" are wanted by Robt. Kovalchik, 2707 Queens Chapel Rd., Mount Rainier, Md. 20822.

"How many RPO cars are now in use and on which roads?" asks M. A. Laverty, 716 N. Third, St. Charles, Ill.

Pix and true stories about steam or diesel wrecking trains and crews are sought by Bill Rais, 4828 W. Hutchinson St., Chicago, Ill. 60641, who offers diesel negs. of his area in exchange for such material.

Answering request by H. Sydolski of Chicago for LS&MS pix and info., Al Shade, 9831 Aldridge Dr., Columbia Station, Ohio 44028, says he can furnish photos of Lake Shore steam engines with and without trains and depots, reproduced from old postcards and builders' shots; list is available.

Seaboard Coast Line never did use any GM FT units, reports Wm. T. Morgan, 1449 Linhart Ave., Fort Myers, Fla. 33901, commenting on item 11 in our October department.

Short history of the Grand Trunk Western is sought by Fred Grady, 621 Sioux Ave., Broken Bow, Neb. 68822.

Wanted by John Rhinemiller, Sr., 539 Adams Ave., Huron, Ohio 44839: information on the Huron & Oxford broad-gage road of Ohio (1852-'63) and an early history of B&O's present Lake Erie Div. He also asks where he can buy copies of the old *Poor's Manual.*

Who can help G.S. in tracking down a rumor about a train that "completely disappeared," he doesn't know where or when? Could he mean the train ferry sunk without a trace, with 17 railroad cars aboard?

Rockaway Valley Line

A brief history of the Rockaway Valley RR. in New Jersey and Pennsylvania comes from Warren B. Crater (Jersey Central engineman), 270 W. Colfax Ave., Roselle Park, N.J. 07024, answering a query of retired CNJ engineer Geo. Wohnus (Oct. issue):

"The RV was organized in 1866. Dates of construction and early operations are unknown to me. It finally reached Walnong, near Morristown, about 25 miles from its connection with the CNJ at White House Station in 1892. Name was changed to N.J. & Penna. RR. Operation ceased in 1913, due to deterioration and lack of money for repairs. A few years later, a reorganization was followed by operation for a short while. Final abandonment came at about the time Geo. Wohnus began firing. An abandoned steam-shovel and a 4-6-0 from the old Rockaway Valley were seen near White House for several years after I started firing in 1925.

"In 1958 the late Howard E. Johnston published a good 20-page history of this road. I understand that Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. 07940, is gathering RV material."

Further info. on the Rockaway Valley comes from Richard M. Johnson, 2853 Franklin Walk, Falls Church, Va. 22042: "Nelson N. Pidcock founded the line in 1885. He and John Millick of Morristown started it from White House Station to New Germantown, then to Walnong. It was intended to connect with the Lackawanna at Morristown but bogged down in a swamp half a mile from its destination.

"It was bought in 1917 by a man named Allen at a public auction for $23,000. He made $100,00 profit by junking it. I have all the details in papers I got from the State of New Jersey. If Mr. Wohnus will write me, I will send him Xerox copies of them."

Histories of Two Roads

Supplementing the very brief account of the San Pedro, Los Angeles & Salt Lake printed in our September department, Dan Traver, Rte. 1, Sleeman, Ont., Canada, sends these facts:

Chartered March 21, 1901, the company was authorized to build a line from L.A. to Salt Lake City. It bought its original 50-mile track in April, 1901, from Los Angles Terminal Ry. On July 7, 1903, the SPLA&SL acquired about 522 miles of track from the Oregon Short Line. The new trackage extended from Salt Lake City, Utah, to Caliente, Nev., and included many branches. After connecting portions of the road had been built, the entire road was opened for operation May 1, 1905. About 4 years later, the Caliente & Pioche was bought and added to the operation. The name was changed Aug. 16, 1916, to Los Angeles & Salt Lake. Union Pacific eventually took it over.

Dan Traver sends Robt. Smith (Sept. request) the following history of the Erie & Pittsburg. In those days *Pittsburg* (Pa.) was spelled without "h."

Chartered April 1, 1858, this road was opened Aug. 1. 1864, from New Castle to Girard, Pa., 81 miles of mainline plus 3 miles of branches. On March 24, 1870, the company was leased to the Pennsylvania RR. for a 99-year period.

E&P also operated trains over the LS&MS between Girard and Erie, 16 miles, making 101 miles in all. This trackage arrangement plus a change of cars at New Castle to the Pittsburg, Fort Wayne & Chicago provided a through route between Erie and the Smoky City. An 1869 timetable shows two passenger trains each way over this system, with a running time of 8 to 9 hours for the 148 miles between the two terminals.

In 1903 a total of 14 trains a day (7 each way) were scheduled through New Castle, but only two each way went as far as—or originated at—Erie. The others started from or terminated at Jamestown, about 14 miles from New Castle. Running time on the Pittsburg-Erie segment was about 5 hours. In 1933 two trains each way made the trip in about 4½ hours. Since 1968 the line has been freight only.

Interesting Railfans No. 84
WILLIAM D. MIDDLETON

by Freeman Hubbard

Bill (in Sept. 1965) rides with motorman in the cab of 130-mph *Hikari* on what is now the New Tokaido Line of the Japanese National Railways.

SEVEN years ago, when I finished writing "Adventure Rides the *Orient Express*" for this magazine, I needed a tie-in photo for the contents page of our October '62 issue which would feature it. The *Orient Express*, as everybody knows, ran between Paris and Istanbul. For years it was the world's most exciting train.

I knew that Bill Middleton, who had been a contributor to *Railroad Magazine* since 1951 and was a career officer in the Civil Engineer Corps of the U.S. Navy, was then stationed in Turkey. As a railroad photographer, Bill stood very near the top. I asked him for a picture of the *Orient Express*. He sent me one showing the famous train being doubleheaded through Turkey by a 2-8-0 and 0-8-0. I liked it so much that I gave it the kind of make-up I had never used before (or since) on *Railroad's* contents page.

I did not know then that Bill himself was just completing an article, with pix, on the *Orient Express*—for David P. Morgan, editor of *Trains*. Naturally, Dave refused to run the Middleton piece in his magazine too soon after I had inadvertently beat him to it with a *Railroad* feature on the same subject, so he held up Bill's version of the *Orient* for a couple of years before printing it.

Railfan No. 84 first met the Milwaukee editor in September '54. At that time, Dave and Phil Hastings were doing a photo-story for *Trains*. They had chased a steam-powered Chicago & North Western fantrip over to Madison, Wis., where the Middleton family was living, and Bill stepped forward out of the weeds at the engine terminal to introduce himself.

"Beyond the customary hello," Dave tells me, "I don't think either Phil or I gave much thought to the matter, as 'William D. Middleton' was then an unfamiliar by-line. Since then, it has become quite familiar, on two special counts: (1) He has traveled over much of this country and the world and (2) he is that exception to the rule: a man who qualifies as a writer *and* a photographer (the two trades seldom satisfactorily marry)."

Incidentally, Phil Hastings will be No. 85 in our *Interesting Railfans* series; Dave Morgan was No. 5. But to go on with the Middleton story:

Frank P. Donovan, who was No. 19, was writing a 64-page book, *The Rock Island in Iowa*, when he uncovered the fact that on October 22, 1922, the road's seventieth anniversary, a tree was planted in Iowa City, with a marker, dedicated to Dr. William D. Middleton, who had been chief surgeon for the Rock Island Lines from 1892 until his death in 1902. That eminent wielder of the scalpel, Frank learned, not only bore the same name as the present-day writer-photographer but was actually his grandfather.

Dr. Middleton was succeeded as the railroad's chief surgeon by a man who later became one of Bill's uncles, Dr. Samuel C. Plummer. Another uncle was a Rock Island surgeon for many years at Davenport, Iowa.

Bill's father also served as a Rock

Photographs by William D. Middleton

Train-riding family: Billy and Niko Middleton on RDC train No. 1 of Pacific Great Eastern, July '68 (Right) Their mother rides Long Island loco cab, Aug. '56, while their father (not shown here) is doing LIRR piece for *Trains* magazine.

Island surgeon—at Buffalo, Iowa, from 1926 until 1935. The father, now 85 and retired, recalls that he had very little professional railroad work to do in Buffalo.

"About the most important railroad case I attended," he says, "was delivering a baby for the wife of a Mexican laborer in a CRI&P boxcar."

Bill was born at Davenport on March 25, 1928. You might think that with such a background, Bill Middleton would become a doctor himself, which he didn't, and get interested in railroading, which he did.

One of our hero's earliest recollections is that of the big red interurban cars of the Clinton, Davenport & Muscatine Railway speeding past an uncle's house at LeClaire, Iowa, which helped to make him what Frank Donovan describes as "passionately fond of interurbans and streetcars."

Says Bill: "A trip with a cousin, Susan Plummer, to the 1933 Chicago World's Fair in a Rock Island parlor car also impressed me greatly. While I was attending high school in Washington, D.C., I commuted from our home in a Maryland suburb. Usually I rode the familiar owl-faced Pennsy m-u cars, but equipment was so short during World War II that the local often got a K4 and standard coaches. The coaches might be anything from converted express cars to parlor observations refitted with uncomfortable wooden bench seats."

As a high school student, Bill's first job, during the summer vacation of 1944, was employment on a Mississippi River excursion steamboat out of St. Louis. Another summer vacation he spent working on a freighter that carried dairy cattle from the United States to Greece under the post-war relief program. While attending Rensselaer Polytechnic Institute at Troy, N.Y. (from which he graduated in 1950 with a civil engineering degree), his summers were taken up with training cruises as a Naval Reserve midshipman.

One of his college classmates and closest friends was Steven D. Smith of Pittsfield, Mass., who writes: "At school, Bill had the ability to organize his time and ideas to accomplish results with an economy of effort. He used to whistle through his books and assigned homework problems like a Niagara type steamer through the Scotia track pans, and get high grades. He'd finish his work early and then roar if his less efficient room-mates kept lights on past 10 o'clock or so."

Jan. 22, 1955: Chicago & North Western Pacific type No. 2901, class E-Z, wheels southbound Madison-Chicago train 504 in Rock Cut, south of Madison, Wisconsin.
Both photographs by William D. Middleton

July 20, '68: PGE train No. 1 from Vancouver, bound for Lillooet, B.C., crosses trestle near Fisherman's Cover along shore inlet not far out of North Vancouver.

In 1955 he met a young English and Latin teacher named Dorothy Hagman, and he persuaded her to marry him a year later. They have two sons, William D. III, eight, born in Istanbul, and Nicholas, six, a native of Portsmouth, Va.

Like most women, Dorothy is no railfan, although she admits enjoying the travel connected with Bill's Navy career. "Our honeymoon trip to Nassau in the Bahamas," she tells me, "was the only time, to my knowledge, that he has ever gone voluntarily to a distant place which had no trains. Until recently, we lived for three years in Hawaii, where trains are now virtually non-existent. Now that we are back on the mainland, Bill is trying to make up for lost time in his train-chasing."

Bill is tall and lean, with a brisk manner, erect military bearing, clear blue eyes, and a toothbrush mustache. Commissioned in the Navy in 1950, he was promoted to Commander in '66. Naval assignments have permitted him to live and travel in many parts of the globe. His current address is Cdr. William D. Middleton, CEC, USN, Executive Officer, Navy Public Works Center, Newport, R.I. 02840.

He keeps fit by swimming almost daily, playing handball, hiking with his family, and eating moderately. His interests are international, including the railroad field. He is fond of Chinese, Mexican, and especially Turkish cuisine, in which his wife is an expert, among other foods, and, of course, is a nonsmoker. He has no interest at all in spectator sports or TV and has a special aversion to "trite slang terms that should have been buried years ago."

Jan. '66: Bill Middleton, then a lieutenant commander in U.S. Navy Engineer Corps, inspects a French-built 2-8-2 locomotive on the Vietnamese Railways at Danang.

His memberships include the Railway & Locomotive Historical Society, the National Railway Historical Society, the Electric Railroaders Asso., and the Central Electric Railfans Asso.

Bill has gone on rail trips too numerous to mention here, some in engine cabs or cabooses, and occasionally has gotten into trouble. For example, in 1960 he set out to ride and photograph a Jugoslavian narrow-gage train that climbed tortuously from Split, an Adriatic seaport, to Sinj, in the Dinaric Alps. A policeman riding the train arrested him on suspicion that his picture-taking was subversive. Unable to speak the native language, Bill was held at the police station in Sinj until an interpreter could be found.

"Once they understood that I was simply an American traveler interested in railways," he says, "I was released with apologies. By this time, however, the last train back to Split had departed. With the aid of the interpreter, a local high school French teacher, I was able to telephone my wife, who had stayed behind in Split. She located our car where I had left it at the narrow-gage station on the edge of town, and found her way up the mountain roads (after dark) to Sinj. The outing ended with a pleasant evening in Sinj."

In his early teens Bill began buying *Railroad Magazine;* he has been reading it ever since.

"One of your best features," he tells me, "is Steve Maguire's *Transit Topics*, which prints news that's hard to get

Northbound Illinois Central train 4, the *Louisane* (left), overtakes northbound dispatch freight No. 6, arriving at Homewood, Ill., from New Orleans.

The Canadian National sleeping-car porter was chatting with a trainman on July 20, 1968, in the Vancouver terminal while they were waiting for departure time of No. 6, the *Panorama*, a passenger train bound for Toronto and Montreal.
Photograph by William D. Middleton

elsewhere. In my view, *Railroad's* biggest shortcoming (aside from its mail-order ads) is the lack of an annual index."

Besides bound volumes of *Railroad* and *Trains*, No. 84 has several hundred books on world railroading, particularly electric traction, and files going back many years of miscellaneous publications of the major railfan groups.

"Aside from railroad material," he says, "I read regularly about a dozen weekly or monthly magazines of general or professional interest, and occasionally a novel or a book on military or general history. My tendency is to take on more commitments than I have time for. Right now, for example, I am trying to get ready for the movers coming tomorrow, to complete a book review and up-date an article for *Trains*, and get started on research for a new book project, besides holding a better than full-time Navy job."

He collects photographs—now has about 7,000 of his own negatives—but no hardware such as lanterns, builder plates, etc. As a Navy man in engineering service, he changes his address every few years, so he must be careful not to acquire more material than he can easily move around with him.

His first railroad pictures, made with a box camera about 30 years ago, showed a Great Northern pile-driving operation in Montana. Not until 1945 did he get seriously interested in railroad photography.

Later, he took up free-lance writing, and has had well over 100 articles on railroad history and operations all over the globe published in our magazine, in *Model Railroader*, *Railway Progress*, *European Railways*, *American Heritage*, etc., and some newspapers. To *Trains* alone he has sold more than 50 articles and hundreds of photos. While in Turkey, he spent part of his spare time as a regional editor of *Intenational Railway Journal*. Bill also has done much writing on Naval and engineering sub-

jects for various publications. One of his pieces was reprinted in the *Congressional Record.*

According to Frank Donovan, who knows him well, "He is a highly competent person with a logical and orderly mind. While somewhat orthodox in his thinking, he will at least listen to all sides of a question before forming his own judgment."

The books he has written include *The Interurban Era*, *The Time of the Trolley*, and *North Shore: America's Fastest Interurban*. He also edited *The Railroad Scene*, a book collection of his own outstanding rail photos from the U.S. and Canada. His next book, coming out soon, is a history of the South Shore Line.

"Bill is primarily a traction writer," Dave Morgan comments, "but is quite at home with all breeds of railroading. And highly productive, what with magazine articles and his hard-cover books for Kalmbach and Golden West."

Donald Duke, proprietor of Golden West Books and No. 15 of our *Interesting Railfans*, has this to say: "When Bill and I were on business trips around the country, we often got together in various cities for a few days of photography. We hit it off fine, as both of us seem to like the same things in books, photos, and 'wine, women, and song.' Bill is a tremendous researcher and keeps his nose to the grindstone until he ferrets out the facts he needs. He is one of our few authors whose work requires almost no editing or additional picture-gathering."

To which editor Morgan adds: "When you send Bill a rejection slip he takes his medicine without complaint; but when you hold accepted material in file too long, you'll be urged in no uncertain terms please to get it into print. Bill has some strange tastes in locomotive esthetics. I believe he thinks of the Milwaukee Road's S2 4-8-4's as handsome creatures. But other men have made the same error."

Bill's mother lives with her husband in Madison. "When Bill comes home for visits," she writes, "I doubt if so much as a handcar escapes his eye. I have known him to climb signal towers for better shots and to wait out on the ice at 20 below zero to get pictures. We live on the edge of Lake Monona. There are Milwaukee Road tracks to the right of us and North Western tracks to our left. Both proceed out over the lake on causeways that cross each other. My son says it's the only place on earth where two railroads cross above a body of water." ●

Turkish State Rys. train 418 eastbound, powered by 2-10-0, winds through Taurus Mts. to Mediterranean coast. Here, near Pozanti, rail line is not far from the route used by Alexander the Great almost 2300 years ago, later by the Crusaders.
Photograph by William D. Middleton

Bill Middleton made this shot of oilburning 4-4-0 No. 36 (Baldwin, 1908) taking water at the Cardenas, Cuba, enginehouse July 1, 1957, about three years before Castro regime nationalized Cuban railways. Engine is used on a daily train which takes workers on mile ride between shops and terminal. The "U" on tender is for *Ferrocarriles Unidos de Habana*, former name of the *Ferrocarriles Occidentales*.

IN SEARCH OF STEAM

with
Mike Eagleson

READING'S old No. 2102 has been traveling again. Not on a fantrip this time, but to a new home. Formerly stored very serviceable in the Conneaut, Ohio, roundhouse where NKP No. 759 was overhauled, she now is located in the Bessemer & Lake Erie's Greenville, Pa., roundhouse. Her stablemates are B&LE 2-10-4 No. 643, ex-Union, ex-DM&IR 0-10-2 No. 604, and B&LE 2-8-0 No. 154. Due to the success of the B&LE steam trip Aug. 31st with ex-GTW 2-8-2 No. 4070, could it be that at last the ice has been broken on another road for steam runs? I have not heard if any B&LE trips are planned with the 4-8-4, or even the 2-8-2 which performed well last summer over their line. Further reports indicate that the T-1 may pull a few trips on the Clinchfield, which is currently operating popular steam trips with an 1882 4-6-0 and diesel assistance. A 4-8-4 would certainly answer the doubleheading problem pulling the beautiful set of matching Pullman green coaches.

Boston & Maine's 4-6-2 No. 3713 left Steamtown USA at Bellows Falls, Vt., early in August to go to the B&M Billerica shops for overhaul. Owned by Steamtown but leased to the Boston Museum of Science, the big Pacific had been displayed at Steamtown for years, but will now be shown in Boston as a grand example of latter-day steam power. This great engine should some day be put back in operating shape for trips.

Reader Railroad in Arkansas has discontinued its Tuesday mixed train, but will continue operating the steam-powered mixed on Saturdays. Declining freight business forced this suspension on the Possum Trot Line.

The last anthracite-burning steam power in regular service, Wanamie Mines 3-foot 0-4-0T No. 8, has just been given to the Pennsylvania Railroad Museum at Strasburg, Pa. Used until July as a yard switcher, her replacement ends another chapter in Eastern railroading where anthracite burners were king. It is unknown whether the Glen Alden Coal Co., bought a gas or diesel engine to replace the old Vulcan. Thanks to Thomas Kmetz, 128 Christian St., Nanticoke, Pa., 18634, for this news.

Maggie Valley Heislers at Maggie, N.C., were inactive again last summer. The ex-Santee River Hardwood (South Carolina) Heislers were stored in a yard on the line's back lot but have been moved up to the newly widened Highway 19, presumably for easier access if sold. Offers have been made to the Southern Appalachian Ry. and the Graham County road, but no word yet on purchase.

On Viti Levu, one of the Fiji Islands in the Pacific Ocean, 4-4-0 No. 18, which recently pulled passenger trains, is now painted gaudy colors and is in bad shape in Churchill Park, in the town of Lautoka, where the sugar mill is located. On the brighter side, South Pacific Sugar Mills Ltd. supports the local tourist industry by running free shuttle service from the docks into town whenever a cruise ship arrives.

The SPSM road still uses 5 steamers for this run. Hudswell Clarke Nos. 1, 11, 20, and 24 (built 1950) are all 0-6-0's, plus 0-6-0T No. 6 (John Fowler, 1906). Fowler No. 7 is being scavenged for parts, while Hudswell Clarke Nos. 21 and 23 are in poor condition in the shed. An 0-4-0ST No. 19, built by Hudswell Clarke in 1914, is displayed at the mill surrounded by blooming hibiscus plants. The management, which is cordial to railfans, would sell these two-footers for about $1,000 each. So says Philip L. Vandrey, 1410 Chicago Ave., Evanston, Ill. 60201.

Speaking of the Graham County steam operation, Shay No. 1925 is running with the cab and tender off Shay 1926. It is likely that 1926 will get a new boiler, reports H. Reid, Box 5444, Parkview Station, Newport News, Va. 23605. (Incidentally, Reid reports good progress in writing his Norfolk & Western book.)

Alexander Railroad Stony Piint, N.C. has an 0-4-0T which is occasionally fired up and run back and forth a few hundred feet. Some day the owner hopes to restore her properly for a longer run, says Kesler S. Morrison, Rte. 2, Stony Point, N.C. 28678.

New Hope & Ivyland steam road at New Hope, Pa., is running a steam powered mixed train on Sats. at 7 a.m., plus regular steam freights on Tues. and Thurs. Locos used are 4-6-0 No. 1533 and 0-6-0 No. 9. They could use your patronage. They need it urgently.

Wings and Wheels, a private transportation museum in Santee, S.C., (P.O. Box 93), 29142, has borrowed the plans from which the Southern Ry. made its 100th anniversary replica of the *Best Friend of Charleston* in 1930. The museum is building two full-size working replicas of the famous loco. We hope that by 1970 they will be running around the museum grounds.

Crawford Notch Steam Railroad, Inc., is this month's new steam road announcement. The proposed line, operating over Maine Central trackage, would run between Bartlett or Notchland, N.H., through the scenic Crawford's Notch to Crawfords and return. The steam engine to be used may possibly be one from Steamtown USA. Scheduled runs by next May are planned.

Maine Central's last steamer, 4-6-2 No. 470 long stored at Waterville, Me., is the subject of a drive by the townsfolk and railroaders to raise enough money for her restoration and display. In '62 MC president, E. S. Miller, gave her to the town for display, but new construction forced her removal from the preservation site originally chosen. The search is on for a new site.

Now, wouldn't it be nice if the Crawford Notch Steam Railroad, which will operate over MC tracks, could use this steamer rather than some more widely-photographed loco such as one from Steamtown? That would be more meaningful for the road, besides giving an added attraction to the new railroad in the form of the only Maine Central steamer in operation. But just you wait, I bet the citizens of Waterville wouldn't let the operating museum have their engine, even on lease. The town will only put a fence around her and kids will break the windows, but the residents probably would prefer this to putting their 470 to good use in service. But they would have their precious engine where they want it, in their hometown park, rusting away!

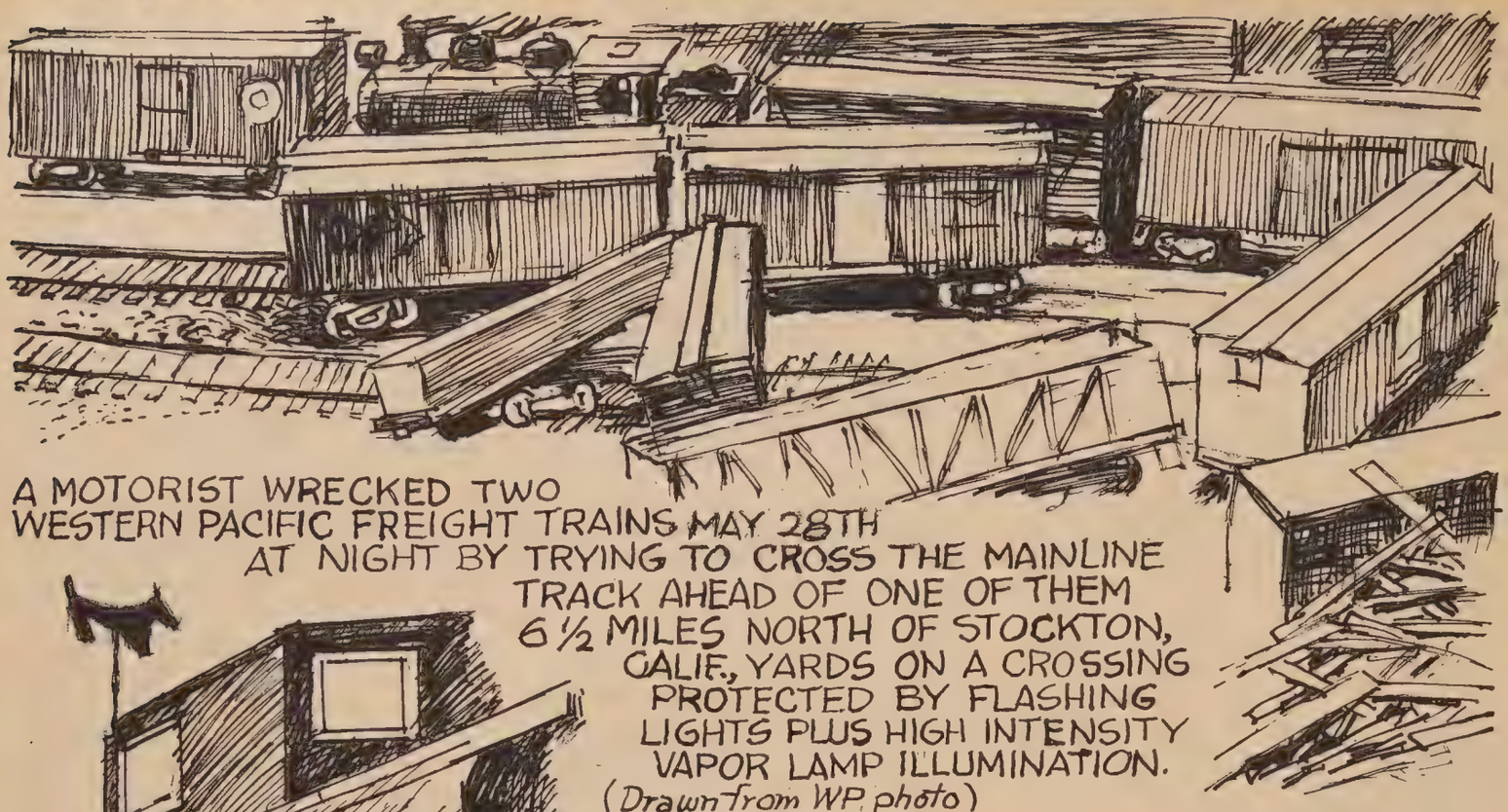
Southern Railway's dynamic president, Graham Claytor, Jr., has enough courage to stand up and declare what we would like to hear all railroad presidents say: "In this business we need friends. One way to get them is to run special steam trains." ●

Photograph by Philip L. Vandrey

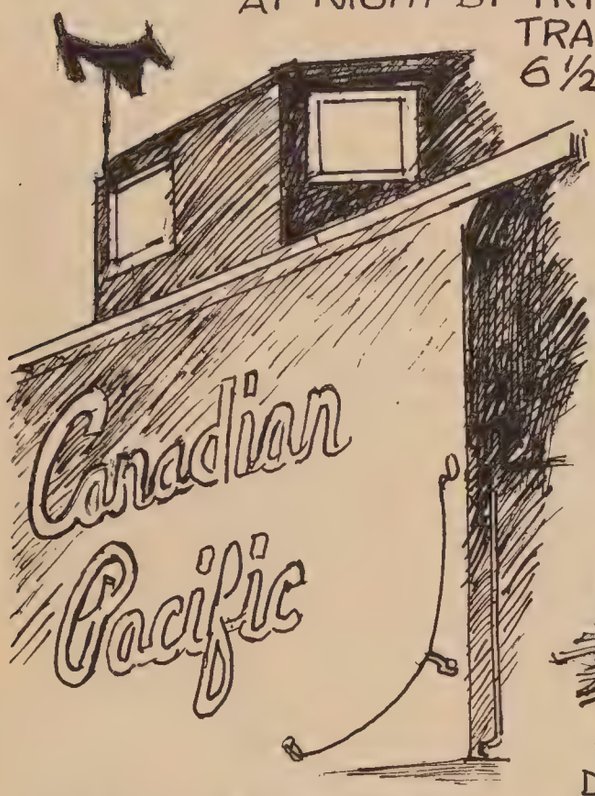
This Fiji Island 0-6-0 No. 24 seemed to be running on grass last June 28th.

ALONG THE IRON PIKE

by Joe Easley

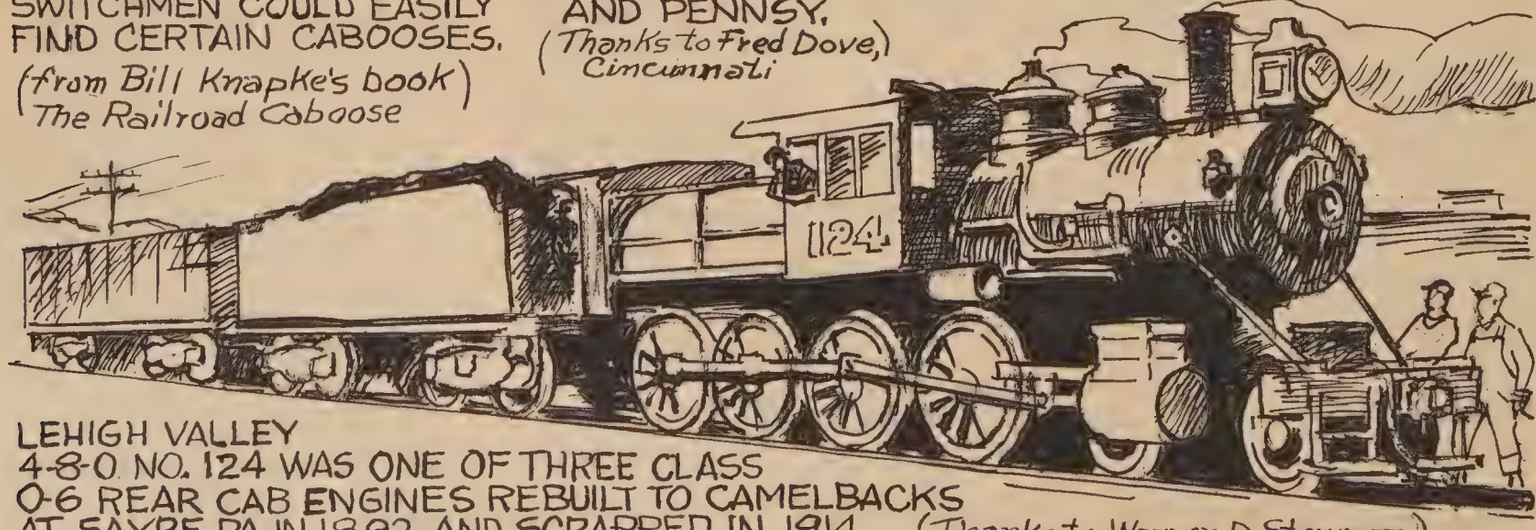


A MOTORIST WRECKED TWO WESTERN PACIFIC FREIGHT TRAINS MAY 28TH AT NIGHT BY TRYING TO CROSS THE MAINLINE TRACK AHEAD OF ONE OF THEM 6½ MILES NORTH OF STOCKTON, CALIF., YARDS ON A CROSSING PROTECTED BY FLASHING LIGHTS PLUS HIGH INTENSITY VAPOR LAMP ILLUMINATION. (Drawn from WP photo)



FREIGHT CONDUCTOR E.V. METCALFE DESIGNED VARIOUS MARKERS, INCLUDING THIS ONE, SO THAT CREWS AND SWITCHMEN COULD EASILY FIND CERTAIN CABOOSES. (from Bill Knapke's book) The Railroad Caboose

WORKMEN DISMANTLE DEPOT AT WINTON PLACE, OHIO, FOR REMOVAL TO 19TH CENTURY HISTORICAL VILLAGE AT SHARON WOODS. STATION WAS BUILT IN 1872, ABANDONED IN 1967. IT SERVED B&O, NYC, N&W, AND PENNSY. (Thanks to Fred Dove, Cincinnati



LEHIGH VALLEY 4-8-0 NO. 124 WAS ONE OF THREE CLASS O-6 REAR CAB ENGINES REBUILT TO CAMELBACKS AT SAYRE, PA., IN 1892 AND SCRAPPED IN 1914. (Thanks to Warren D. Stowman)

HOBBY CLUB

conducted by Sy Reich

OVER 150,000 Golden Spike centennial medallions, bronze or silver alloy, have been sold to railfans and coin collectors and others. Authorized by Congress, they were struck by the U.S. Mint at Philadelphia.

Lightweight Pullman cars, built before World War II, retired in 1968, and now stored in serviceable condition at Memphis, Tenn., may be bought for $2,000 each from H. C. Miller, Vice President, Materials Management, Illinois Central RR., 135 E. 11th Pl., Chicago, Ill. 60605. "We aim to sell this equipment promptly," he says, "and don't want any payment plan that means our holding a car over a long period of time."

"I want to buy or trade for an 8mm D&H steam movie, about 400 feet long, made in both color and b&w by Chas. Elston of Philadelphia," writes Tony Reznak, Jr., 120 Edison St., Wilkes-Barre, Pa. 18702. "Elston sold it years ago; doesn't recall the buyer's name or address. Who can tell me?"

To mark its diamond jubilee, Stephenson Locomotive Society will issue a hand-stamped philatelic cover Dec. 6th at George Stephenson's birthplace, Wylam, England. It will show Stephenson and a 2-2-2 engine named for him. Postmark will depict another famous engine, the *Rocket*. Cover will bear 4d commemorative stamp. Price for North American readers, 45¢. Write J. Wellman 157 Crabtee Lane, Harpenden, Herts., England.

Crewe Transport Museum Trust (H. Livesay, sec., 27 Market St., Crew, Cheshire, England), is seeking memberships. Dues are £1 (about $2.80) per year. This museum will probably be housed in one of the world's most famous railway workshops.

Recently we rashly said that *Hoosier Rail News* was mimeographed. It used to be. Four years ago it started qut as just another mimeographed newsletter of an NRHS chapter. Now it is printed on good paper and illustrated with well-reproduced photos. "I do most of the work on it," writes John C. Williams, Jr., RR 1, Noblesville, Ind. 46060. "concentrating on news and history which concern railroading within the borders of this state. We have just begun offering subscriptions at $2 a year, $3.50 for two years, for non-members all over the country."

Anyone interested in joining a new railroad society covering the Northwestern Pacific RR. and northern Calif. lines should contact Scott Schiechl, 3915 Mission St., San Francisco, Calif.

A new quarterly magazine, *The O&W Observer*, edited by Robert Mohowski and containing articles, scale plans, photos, etc., goes regularly to all members of the recently-formed Ontario & Western Technical and Historical Society, Box 405, Franklin Lakes, N.J. 07417. Dues, $3 a year. Charter membership is still open. Purpose of this group is to form a clearing house of technical and historical info. on the NYO&W and affiliated companies.

"I am gathering data to be included in a one-source railroad photo information center," writes John W. King, 305 Robins Way, Chadd's Ford, Pa. 19317. "I want to hear from all persons who sell railroad photos and negatives year after year. Tell me how many pix and negs. you now have for sale, and also their sizes and subject matter."

An "Amerailpass" is good for unlimited rail travel in Chile, Argentina, Uruguay, Brazil, Paraguay, Bolivia, Peru, and Ecuador. It is priced at $50 for a month, $75 for 2 months, $90 for 3 months. It may be bought from the Chilean State Railways, which has an office at 80 Pine St., New York City.

A better-than-average employes' publication, well illustrated, is now available to non-employes at $2 for two years. Address *Penn Central Post*, 6 Penn Center Plaza, Philadelphia, Pa.

With regard to the hobby of collecting crosstie dating nails, retired Southern Pacific engineer R. Hervey Angier, 402 Channing Ave., San Antonio, Texas 78210, writes: "When the SP built its new local yard at Tayor Yard, Los Angeles, it used only scrap material for the job, including even ties. I pulled the work train. During our lunch hour the crew would walk down the newly-laid track and see who could find the oldest nail. Some men would look for a nail dated the year of their birthdays. More recently, I presented my collection of such nails to the Lomita Railroad Museum here in California."

New Railroad Calenders

Two diff. spiral-bound, 2-color 1970 calendars, open to 10x17": "Western Steam Locos" and "Pullman, Passenger, and Private Cars," $2.45 each; Wayner Publications, Box 871, Ansonia Sta., New York, N.Y. 10023.

An attractive 1970 calendar, 11 x 9", with spiral binding, is available at $2 (or $2.50 by airmail) from Bill Thomasson, president of Alaska-Yukon Chapter of NRHS, Box 2248, Anchorage, Alaska. It has 13 full-page steam photos of 13 railroads which ran in Alaska's past. Profits from sales go to the chapter's railroad museum project.

Three high-class 1970 rail calendars with spiral binding have been issued by Golden West Books, Box 8136, San Marino, Calif. 91008, as follows:

***Steam:* 11 x 8½", thirteen superb fullpage photos by John Krause, Donald Duke, Jim Shaughnessy, Richard J. Cook, John W. Barriger, John Rehor, Henry R. Griffiths, and Tom Miller; $1.50.**

***Electric:* 11 x 8½", three of the 13 full-page photos are really picturesque; juicefans will probably like the others also; $1.50.**

***Railroad:* 7¼ x 5½", with 54 full-page steam and electric shots, including electric locos, interurbans, and streetcars. Most of the pix are excellent. Our own Mike Eagleson is among the many good photographers represented; $2.** ●

Norfolk Southern Railway

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
1-17	1800	GM-EMD	GP18	B-B	58,930	241,200	1963	
661-662	660	BW	DS 4-4-660	B-B	59,994	199,980	1946	1
663	660	BW	DS 4-4-660	B-B	59,994	199,980	1947	1
701-703	600	GE	70 ton	B-B	41,300	137,600	1948	2
1001-1002	1000	BW	DS 4-4-1000	B-B	72,831	242,770	1947	3
1501-1510	1500	BW	DRS 6-4-1500	A1A-A1A	53,100	265,500	1947-8	4
1601-1605	1600	BLHW	AS 416	A1A-A1A	58,290	291,460	1951	5
1606-1610	1600	BLHW	AS 416	A1A-A1A	57,980	289,900	1952	
1611-1613	1600	BLHW	AS 416	A1A-A1A	57,600	288,000	1954	
1614-1615	1600	BLHW	AS 416	A1A-A1A	57,801	289,000	1955	6
1616-1617	1600	BLHW	AS 416	A1A-A1A	57,600	288,000	1955	
2001-2002	2000	GM-EMD	GP38	B-B	62,048	248,200	1966	
2003-2004	2000	GM-EMD	GP38	B-B	62,364	249,500	1966	
2005-2007	2000	GM-EMD	GP38	B-B	60,417	250,800	1967	

Roster is based on data from NS chief mechanical officer; GM-EMD adv. manager; Striegel Supply & Equipment president; M&B vice pres.-operations; and is accurate as of Dec. 17, 1968. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; GE, General Electric Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) 661 scrapped 6/4/65. 662-663 traded to GM-EMD for new power 4/27/67, and scrapped.

(2) 702 sold to Birmingham Rail & Locomotive (1/31/64); then to Montpelier & Barre, renumbered 30 (2nd).

(3) 1001-1002 traded to GM-EMD for new power (9/13/66), and scrapped.

(4) 1501, 1503 traded to GM-EMD for new power (5/25/66), and scrapped. 1502 traded to GM-EMD for new power (4/27/67), and scrapped. 1504 sold to Durham Southern (4/26/65), renumbered 363. 1505-1506 scrapped (7/31/63). 1507-1508 sold to DS (2/7/66), renumbered 364-365. 1509 scrapped 7/31/63. 1510 scrapped 4/22/55.

(5) 1601-1605 sold to Striegel Supply & Equipment, now for sale.

(6) 1614 was scrapped 2/28/67. ●

THE LONG ROAD

by Blanche Mosler

AGAINST the deepening twilight of a golden September evening, smoke drifted up from the yards, high over Cedar City. Lazy spirals curled soft and white across the sky; while further down, heavy long plumes encircled the scene like a dark protecting arm. Railroad town and its people. Railroad smoke. Lord, how good it was to be there!

Dick Warren, nicknamed "Speed," was busy tinkering about the engine of southbound Number 17. He straightened up and let out a deep breath of contentment. Slowly, carefully, as was his wont, he took a handful of waste from his overalls pocket and wiped his greasy hands.

Steady brown eyes, lifting to survey old familiar things, found them satisfying. Things like "Windy" Flint's 0-6-0 switch engine, creeping up an inside track near him. Things like one of the switchmen flatfooting it at a slow trot, and growling, "Gee, my old dogs hurt!"

Speed was in a happy mood, as his ears caught the music of the yard goat's clanging bell. He was thinking of a wedding.

His daughter, Katherine, a slender lass with blue eyes and cornsilk hair, and his foster son, Terry Collins, a big strapping fireman, recently had journeyed with him back to the haunts of his boyhood, to be married in the old white church by the winding river, where he himself had slipped a ring on a woman's finger more years ago than he cared to count. Immediately afterward the young couple had laughingly gone away for a brief honeymoon—on a railroad pass, of course.

That church by the river, Speed often thought of it. And the river itself. Many a hot summer day he had gone swimming there, alone or with a gang of country urchins. Even though he was grown up now and settled down in Cedar City, time and again he hopped a train back to the favorite swimming hole of his childhood, and breasted the quiet water with powerful strokes in plain sight of the church. And this evening it pleased the graying engineer to know that Terry and Katherine had been married there.

Yes, and there were other changes. New train schedules, for instance. Tim McKee's *Silver Lance*, with Sam Fuller as chef in its dining car, was now running on different time. And Speed's regular run had been pulled off temporarily. He had bid in the sounthbound 17, the same run that he'd had many years before, when he first went railroading.

Now, more than ever, he realized that life was good. Especially this evening, with Terry and Katherine coming home to Cedar City. The newlyweds at this very minute were heading back to him behind fast-traveling, loud-bellowing McKee, a hogger whom everybody predicted would break Rule G once too often, but never did.

He thought, too, of Sam Fuller, the resplendent black chef. Sam seemed to have considerable pride in engineer McKee. Now and then the chef would flash his white teeth amiably and chant:

"We all go rockin' along the track
But we get where we're goin'
And we always come back."

Speed absently stuffed the chunk of waste into his pocket. Tonight, far up the road, his southbound 17 and *The Silver Lance* would meet. Somewhere in McKee's passenger train would be the kids, occasionally thinking about him and Cedar City but mostly centered on each other, like all newlyweds.

Tim McKee and his crew, hurrying down the track, found the old engineer and took him to *The Silver Lance*.

Maybe, from the dimness of a honeymoon berth, Katherine's steady gaze would be fastened on his glowing cab. Maybe Terry, with a hand resting gently on one of her white breasts, would grin and say, "That's Dad waiting over there on the siding!"

Sure, they'd be watching for him, Speed mused, no matter what hour he'd meet *The Silver Lance;* and no matter how much they were devoted to each other—or perhaps because of it. Speed was sure of that. Hadn't they and their younger brother, Davy, watched for him from the beginning of time, almost; their noses pressed eagerly against windowpanes, as he slipped home to the little cottage through the dusk of the changing years? Sure, they would.

During these past few days, with just him and Davy trying to keep house, the place had seemed unutterably empty. Just how empty it was without Katherine's swift laughter and Terry's booming voice, only Speed Warren himself knew.

But now, in a few hours, things would be perfect once again in Railroad Town, for with every turning of McKee's singing drivers, the exuberantly happy young Mr. and Mrs. Terry Collins were speeding nearer to home.

A shrill whistle from the platform caused Speed to glance around at the hurrying figure of blond Willie McKee, the only son of engineer McKee and lately promoted to firing Number 17. Speed took out his big open-faced watch and studied it meaningly.

"Get aboard, tallowpot!" he called out as Willie came up. "You just barely made it this time."

"Haven't missed yet, sir," the sweaty fireman said, climbing into the cab.

Just then Pat Flynn the conductor, scurried out of the depot with their running orders, his brow wrinkled, his hands shaking a little as he quickly separated the sets of flimsies.

"Hey, what's eating on you, Mr. Flynn?" Willie asked the wiry little man. "Anything wrong?"

"No," the skipper said. "It's me old woman. She went through me pockets and stripped me of every cent. Didn't notice it till I got down here. You ain't got a coupla bucks, now, ye could loan me, young fellow?" he wheedled.

"Me?" said Willie, flattered. "I'm broke flat as a pancake myself. Maybe Mr. Warren here—"

Speed dug into an overalls pocket and fished out two wrinkled old bills. "All right, Pat. Let's get going."

Flynn raced off toward the coaches, shaking his head and muttering. A moment later the engineer caught his fidgety highball, observed the brakeman's repetition of it, and saw the slim, white-jacketed figure of the porter, Jefferson Brown, ready to hop aboard the outbound train. The engineer swung up the gangway.

"Son," he advised, pulling on his big gauntlets, "if you spread the coal this trip like I showed you, it'll burn better."

"Okay," agreed Willie.

With the bell clanging rhythmically, Speed opened up, leaning out far enough that he could sweep the stretch of road where Seventeen's pilot pointed southward. Leaving town, he saw Windy Flint's yard goat and the switchmen's bobbing lanterns over by an old mill. That tall dark building lay in the cluster of other mills and warehouses, silhouetted darkly sometimes against the light of a rising moon. The switch engine's toot was drowned out by the hoarse scream of Seventeen's departing whistle.

At the outskirts of Cedar City, where a country road wound on parallel with the tracks, a busload of uncomfortable passengers was jostling its way south. Willie, straightening up a moment, glanced toward it.

"There's that old mud turtle again," he shouted gleefully across the cab, "tryin' to keep up with us."

Speed nodded with scorn and opened his throttle another notch. The silver lines of track came up to them and fell away behind as the long train gathered momentum. That familiar song of the road, the hum, the click of wheels over rail-joints, the steady din—this was music to Speed's ears. He recalled vaguely that someone had composed a symphony about a locomotive, but he'd never heard it and didn't care to. He much preferred the real thing.

Willie, still talking about the bus, interrupted his reverie. Dimly he heard: "Y'can't even see the old mud turtle now, it's far behind"; but this time he scarcely even nodded a reply.

Speed Warren was as much a railroad man as Cedar City was a railroad town. Long ago, he had come sauntering into the roundhouse to ask for a job, any job that meant working in or around steam locomotives. Tall and strong he was, like all the Warren men, with eyes as dark as the furrows he had run away from. It was the old story of a farm boy bitten by the restless desire to go railroading—a desire that his parents had opposed.

The day he left the farm, his father and brothers had been busy in the fields. Only his mother, trying to understand, had stood on the porch, with the great lilac bush nearby blowing loose petals out on a light wind, and on tiptoe she had kissed him, asking: "Are you quite sure it's what you want to be doing, Richard?"

And the boy had replied: "I've got to be going, Mom; I got to go."

He walked thoughtfully down the weed-lined dusty road. Past the old white church, in which he had learned about Christ and the Sea of Galilee and such things. Past the cool, inviting river. Two or three boys in swimming called over to him, but Richard Warren did not answer. Hs heart was full. The siren song of wheels over rail-joints was humming in his soul.

And now, on this late September night, the youth who had swung out of sight down the long dirt highway that afternoon was a good deal older, and there were touches of gray beneath his denim cap.

Willie McKee was being trained to be a good fireman with him, just as he himself had learned to be one many years before with some other hoghead. Well, it had all been a long road, and a good road; and now—in a few hours—young Mr. and Mrs. Terry Collins were coming home.

Willie poked his blond thatch out of the window and yelled across the cab: "Looks like a helluva storm ahead."

The engineer, catching sight of faint flashes of lightning southward, replied, "Just the end of summer rain."

Back in the coaches, some of the passengers, growing drowsy, would be buying pillows and stretching out as best they could, while farther back in the Pullman, Jefferson Brown would be making up berths with skillful black hands and grinning, "Yes, sir," and "No, sir," always polite.

Speed's dark eyes were riveted on the track ahead, on those faint flashes at the far edge of the sky. A comparative silence fell for a while in the cab.

Making few stops, the fast train roared through drowsy little towns that were no more to the passengers than glimpses of dim frame depots, lonely street lights, and clusters of dark, flimsy buildings. Sometimes there would come the dismal barking of an aroused watchdog, only to be submerged in the rush of wheels and surge of steam.

At length Willie called over, "Here's where we meet Pop."

Speed smiled slightly, and Number 17 sent out one long whistle for the station. Five seconds ticked off. Again Speed whistled, this time to his crew—two short, one medium long—

telling them he had not forgotten his orders for that place.

Then Willie sang out: "Call on signal, sir." And Speed echoed, "Call on signal."

The engineer's eyes picked out the yellow signal light, and the clanging of his own bell seemed to come to his ears from far away. That yellow light must mean something was wrong with *The Silver Lance*.

Speed whistled again, two short blasts to tell the operator that he had seen the signal, then three shorts to warn his crew. Instead of taking the siding, Seventeen was now rolling down the main track to the depot. A red board was shouting something to him—something he was afraid to think of. Pat Flynn hopped off and scurried into the depot.

"Wonder what's up?" asked Willie eying the dim-lighted telegrapher's office where a lone figure could be seen in shirtsleeves. "Never knew Pop to miss like this."

Speed made no reply. Conductor Flynn was running in jittery fashion toward the cab. Handing up the orders, along with clearance form A, he said: "McKee's late. We're to take the river siding for them farther on."

As Speed and his fireman studied the flimsies, Willie commented, "It must be pretty bad down there for them to be so late."

"That doesn't mean anything," said the engineer. "You and I've been late more than once."

"Sure, we have."

"Lot of rain where they are, and they've got to take it slow," went on Speed, more to himself than to Willie.

"Stop dilly-dallyin' and get goin'!" Flynn cried impatiently.

"Well, grab hold of a step, mister, or we'll leave you here," said the fireman.

It was well past midnight and Seventeen couldn't have been more than a few miles from the river siding, when Speed, leaning out, tried to pierce the blackness ahead. He felt the wind rise and lift swirling grains of dust into his face. As they sped on to meet the storm, his steady gaze followed the lightning streaking up closer toward him; his ears caught the warning rumble of thunder riding up the sky. Still, Seventeen roared ahead, the shaft of her headlight bright in the gloom.

"Bad weather," the fireman said at length. "It's just about raced *The Silver Lance* all the way."

"Well, kid," drawled Speed, "she's got a good man on tonight. Your father really knows his stuff."

Willie agreed. "Pop's okay."

The two men in the cab had to raise their voices to be heard.

"Won't be long now till we take the siding for 'em," Speed called over.

"Nope," Willie yelled back. Then: "How long did they say we'd have to wait for her?"

"Thirty minutes."

"Make us on short time the rest of the trip."

Strong gusts were whipping rain across the brilliant headlight by the time the pilot nosed up to the siding. Speed, waiting, caught the flashing of the brakeman's lantern as he slipped along through the mud to line the switch for passing. At the proceed signal, the engineer eased over the fork of track gently. The cab rolled past the lanky brakeman, waiting in the torrent to throw the switch for the main track, and he muttered, "What a lousy job!"

Coming to a stop, the hoghead scanned the distance ahead, and then an unaccustomed fear clutched at his heart. For he saw something in the glaring lightning that made him sick with horror. Rather, he was sick because he saw nothing—nothing at all! The bridge over the stream was gone!

Tired and aching as his eyes were from staring into the blackness of the preceding hours, they couldn't have deceived him. Framework of that span was too familiar a sight to him; the almost constant flashes too bright for him to have been mistaken.

After the first shock, he got control of himself. His words came evenly. "Quick, Willie, look and tell me if you see the bridge!"

With a leap the youth was down on the gangway, rain making him blink as he peered anxiously toward the river. Bounding back to the deck, he gasped: "It's gone, sir—washed out!"

People were asleep in the cars, unaware that the bridge was no longer there for them to rush safely across. Gleam of cornsilk hair blurred itself before him. His Katherine, and his Terry every instant hurtling nearer! Engineer McKee, perhaps raucously humming a tune, would he be able to see far enough with the lightning's help to stop in time?

"Buck up Willie," said Speed.

In the glare, he could see that the fireman's young face was ashen, his usually laughing mouth drawn into a taunt line. Speed's big hand on the cord made it blast shrilly; and from far off there seemed to come faint echoes of other whistles—trains lost in the night.

"What's wrong?" There was agony in the boy's voice and fear for his father, old Tim McKee, swinging northward at his usual reckless pace.

AS FOR engineer Warren, the icy fingers were tight about him now. The newlyweds, his very own kids, were up ahead, roaring down toward that swollen river! Yet, somehow Speed kept his head.

Speed, who had gone down a white dusty road with firm steps long ago, leaving lilacs blowing beauty across a farmhouse porch unnoticed, and boys sporting in a placid river, now realized fully that he had come face to face with real railroading. The old lovely dream had led to this.

"Bridge is out," he shouted.

The whistle blasted out again to the crew. Almost at once, conductor Flynn and Jefferson Brown, the porter, jumped from the coaches and came running over the slippery ground toward the engine, their lanterns waving crazily.

When Flynn discovered what was wrong, he told the brakeman: "Go back as fast as ye can to the town behind and tell 'em the bridge is out!"

Speed, turning to his fireman, said: "Willie, you stay right here and whistle out a warning every now and then. Don't move from this cab."

All the time the engineer had been throwing off his jacket and shoes and gauntlets—things that would hold water and might pull a man under.

"What the devil are ye doin'?" inquired conductor Flynn, staring.

"A flag's got to be put out for them on the other side," Speed replied.

"But, man," yelled the fiery Flynn, "*nobody* could swim that river this night!"

"I'll try," said Speed levelly. "My kids are up there."

Leaping from the cab, after grabbing fusees and stuffing them into his overalls pockets, he ran down the narrow trail toward the river. At the river's edge he heard a great noise of rushing water, but without stopping he slid down the bank and boldly plunged in.

He was a giant of a man. Long years of shoveling coal, and running big road engines had hardened his muscles to iron; yet for all his strength, he fought in the river as he had never fought before in his life.

Reaching out with tremendous strokes, he felt glad that he had been reared on a farm and that, like the other Warrens, he had learned to swim in the curving river by the church. The thought of this church brought back the Christ of his boyhood days, the Christ

who had calmed the Sea of Galilee.

Rain beat down. A wall of water broke about him, chill and wild. Through its tumult he reassured himself: "The fusees are sealed. If only I can make it—God help me!—they'll be all right for flagging."

From a far distance he imagined he heard Willie's frantic whistling in the cab of Seventeen. Time was flying, and he felt lost in the mad river. The mighty dark stream swirled about him, but his powerful arms beat out against it. Wind blew his soaked graying hair into his eyes. Pounding waves almost choked him.

A whistle sounded faintly in the distance, this time to the south—the long warning signal of McKee's northbound passenger train. It was far off, racing closer.

Speed was going down, down. But as he lashed out desperately, he seemed to gather strength. Fury arose within him, matching in intensity the anger of the water, and subduing it. At last he became aware that the awful thing was back of him now, and with one more effort he stumbled onto the bank.

Not stopping, he struggled up the steep side, his cold bare feet spinning in the mud, maddeningly. Then up and over, and he found the track. With stiff fingers, like those of a very old man, he took out the first fusee, dragging himself to a slow trot. He was faintly conscious that he should have brought torpedoes, too, but in the excitement he hadn't.

Again his ears caught the signal of the oncoming train—closer, more distinct. McKee warned that he was coming. Clumsy hands broke open the fusee. The flame shot out—red flame of danger. He leaned down and stuck it in the gound. Then, opening the second fusee, he went on.

McKee's whistle wailed through the rain. Two red flares were burning now. Speed opened the third and stumbled on. Suddenly, in front of him, a headlight pierced through. His breath came dry, hard, hurting him. There, the headlight was rushing closer. That yellow sword was bearing down upon him!

As he endeavored to lift a burning fusee higher, his foot caught in a crosstie and he was thrown down to the track. He couldn't move. Lifting his head slowly, he found the yellow light was approaching more slowly. Then it stood quite still, and Speed Warren lost consciousness.

Not until later, after Tim McKee and his crew, hurrying down the stretch of track and finding him, had carried him to *The Silver Lance*, did Speed open his eyes and gasp: "The bridge, it's out."

"Sure," Terry Collins said reassuringly, "but take it easy, Dad. Everything's all right."

Yes, it was Terry, his lean arm tight around Speed's tired shoulders. And precious, blue-eyed Katherine was there, too, right beside him.

"Here, Mr. Hoghead," Tim McKee bellowed as he handed Speed a bottle, "this'll warm up your lights. You're a hero, damn it, a hero!"

And Sam Fuller, the dining-car chef, who had drifted down with the gang, was smiling and droning:

"We all go rockin' along the track
But we get where we're goin'
And we always get back."

"Time time," McKee cut in with a nervous laugh, "we almost didn't."

From across the river, fireman Willie McKee's frantic whistle again drifted to their ears.

"Shut up!" Speed growled goodhumoredly. "Your old man's safe."

He gradually became aware that he had traveled a long road, a good road, and that life held meaning and purpose, but you needed the great tumbling passage of the years to learn what it was. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

Steve Maguire

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

KEEPING a pledge he made to the people of Staten Island when he was campaigning for the $2.5 billion mass transportation bond issue in 1967, Governor Rockefeller of New York State has signed the bill appropriating $18.7 million from the issue to New York City for the rehabilitation and modernization of Staten Island Rapid Transit (SIRT).

This act will trigger a $25 million program of rehabilitation for the SIRT. It will also permit the purchase of some 50 new high-speed, air-conditioned, electric rapid transit cars.

The program includes improvements and expansion of the electric-power supply system, centralized traffic control, and the installation of an operations control center and trackage, and shop, yard, and station improvements.

The city is negotiating with the Baltimore & Ohio, which owns SIRT, so it can exercize its option to buy the line.

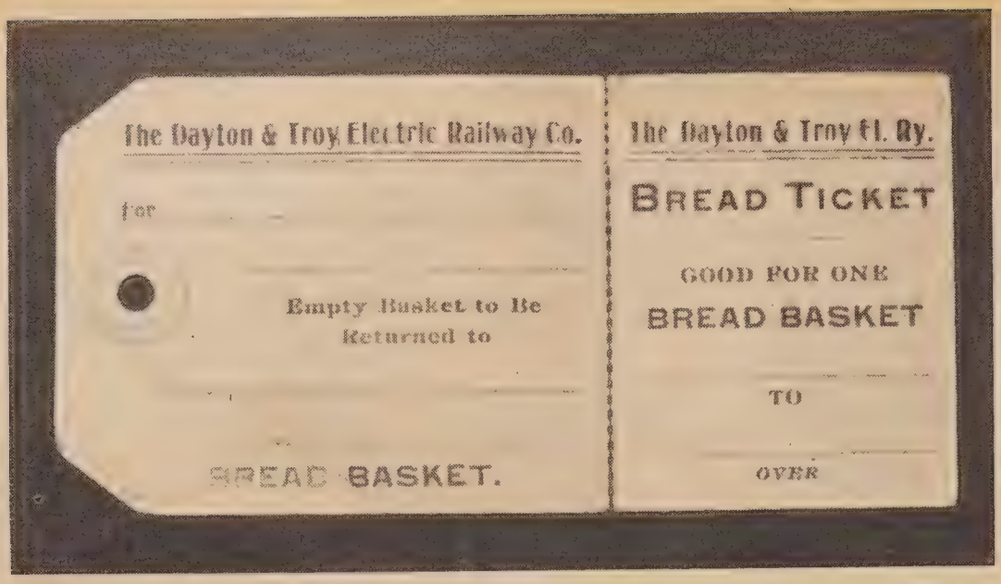
WE COMMEND William C. Hunt, a capable and high-minded member of the Allegheny County (Pittsburgh) Commission, for his acumen in voting against the untested and absurd Skybus project of the bus-oriented Port Authority Transit (PAT). Unfortunately, he was outvoted by the other two commissioners. We'd like to know why those two men threw their support to Skybus as against rail transit. Now, the U.S. Department of Transportation must decide whether or not to make the nation's taxpayers finance two-thirds of Pittsburgh's fantastic $228 million program.

ERIE—LACKAWANNA is extending electrification of its Greenwood Lake Division for about 20 miles. Starting from West End tower, near the west portal of Bergen Hill tunnel, the new juice line follows the Boonton tracks for a short distance to a point where the former Erie's Greenwood Lake connection branches off to cross the Hackensack meadows to the west.

Stations served by this project will include Arlington, North Newark, Rowe Street, Glen Ridge (Benson Street), Montclair (Erie Plaza), Watchung Avenue (Montclair), Upper Montclair, Mountain Avenue, Montclair Heights, Great Notch, Little Falls (Railroad Avenue), and Mountain View (Erie Avenue).

There has long been a need to improve this popular commuting route. A fortunate combination of events brought about the project. Public Service Electric Co. was completing a large addition to its power-transmission plant beside the Hackensack River north of West End tower and it needed a high-tension transmission line built out in the direction followed by the Erie's Greenwood Lake Division. In a deal to erect the necessary steel towers along the railroad's right-of-way, PSE agreed to build these towers of a design which would also support the catenary overhead wires for railroad electrification, with a proviso for feeding power to the latter.

"We hope the remaining 10 miles from Mountain View to Denville also



Can some reader tell us what a bread ticket is? This one is on display at Harpur Hills Railway Museum (Robert C. Beers, director), 9 Martha Road (Vestal), MR 93, Binghamton, N.Y. 13903, along with railroadiana from U.S. and 20 foreign nations.

will be electrfied, and soon, to connect with the present Erie Lackawanna juice line," comments Cdr. E. J. Quinby, 30 Blackburn Rd., Summit, N.J. 07901, who sent us this good news.

A NEW transfer validation plan is being tested at two Illinois Central stations under the joint sponsorship of the Chicago Transit Authority and the IC Railroad. These are the Bryn Mawr commuter station, 71st and Jeffery, and Randolph Street station in downtown Chicago.

The plan saves cash and time for riders who begin and complete their trips on CTA with an intermediate ride on the IC. Previously, riders who used CTA service to IC stations and then returned to CTA at the end of the IC trip had to pay separate CTA fares for each ride, besides the regular train fare. With the new plan, CTA passengers pay *one* CTA 40¢ fare plus 5¢ transfer charge and the regular IC fare.

Persons leaving either of the two IC stations time-stamp the CTA transfer in a special stamping machine to permit a continuation ride on CTA without paying a second fare. If this system is successful, it may be extended to other intersections.

A $54 MILLION bond program to modernize San Francisco's five surviving streetcar lines and improve other facilities will be put before voters next June, instead of this November as originally planned, says Harre W. Demoro, *Oakland Tribune* staff reporter.

James Leonard, spokesman for the city Public Utilities Commision, said the postponement was due to problems in finding a site for a new rail-car storage and maintenance center as well as the controversy over the need for a trolley subway beneath West Portal Avenue.

Streetcars will use the upper level of the Bay Area Rapid Transit subway line now being built in downtown San Francisco. West of Eighth Street the subway becomes two separate tunnel systems. BART trains, which run on the bottom level downtown, will branch to Mission Street. Muni trolleys will continue in a subway under Market Street all the way to the existing Twin Peaks Tunnel, opened in 1918.

A portal will be provided on Duboce Avenue just off Market Street so that the J-Church and N-Judah lines can return to surface operation. In effect, the present Twin Peaks tunnel, 2½ miles long, used exclusively by trolleys, will be extended all the way downtown. That is what early-day planners had intended in designing it.

West of the tunnel, merchants and some residents are fighting a move to put the cars underground for a short distance beneath West Portal Avenue, which would extend Twin Peaks tunnel to Sloat Blvd. They prefer cars that remain on the surface and they charge that subway construction would seriously harm the business district.

Muni management wants the car barn hidden under a wide highway along the Pacific Ocean beach. If this were built, the outer ends of the L-Taraval and N-Judah lines would be connected by new trackage, and to the new car barn. But residents dislike the idea, which Muni officials advanced to cut deadhead mileage.

"We found we could not put a bond issue package together if we had these two big points open to public debate," Mr. Leonard explained.

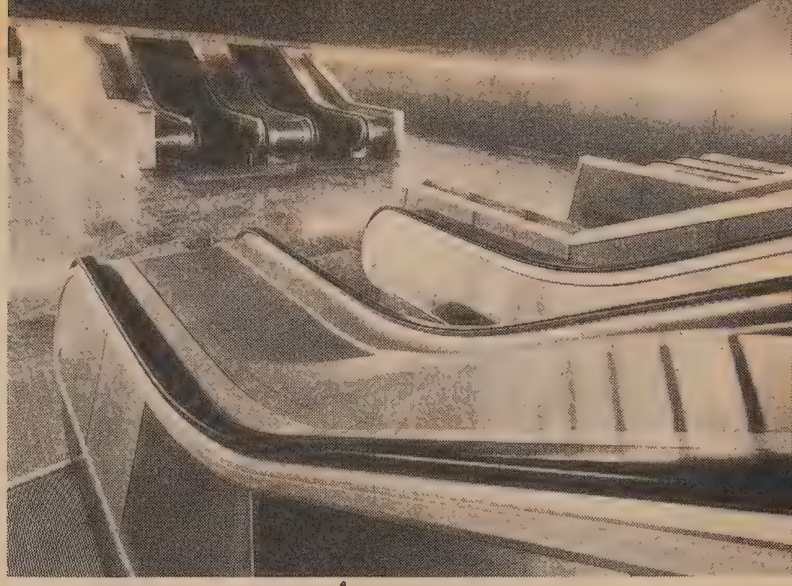
Plans are moving ahead to design new subway-surface cars to replace the 105 PCC streetcars, 30 of which were acquired second-hand from St. Louis Public Service Co. The present cars cannot run in the subway because stations will have center loading platforms and platform-level loading. Cars able to load passengers subway-style as well as work on city streets must be designed specifically for San Francisco.

A non-profit corporation already

New York City Transit Authority

"This design, we believe, is the greatest advance made in subway cars for New York City in more than 60 years," says William J. Ronan, chairman of the Metropolitan Transit Authority.

Interior of one of 76 new Pullman cars being built with Alcoa aluminum for South Shore extension out of Boston. The Mass. Bay Transp. Authority will start using them early in 1970.



The first 10½ miles of Mexico City's new subway were opened Sept. 4th; 16 more miles are due to be ready by the end of 1970. One new station is shown at the left. Exit sign shows a man walking upstairs to street. Catering to passenger comfort, the Metro system is being equipped with 120 ultra-modern escalators by a Mexican associate of Otis Elevator Company.

financing new buses will buy the rail cars. This transaction is not dependent on the bond issue, which would require a two-thirds majority of those casting ballots. The bond issue would provide new trolley and cable-car rail and a new rail car barn and repair center. It would also extend one cable-car line to Fisherman's Wharf, buy three new cable cars, improve bus garages, etc.

NEWS FROM INDIANA: The Chicago South Shore and South Bend will move its passenger station from downtown South Bend, Ind., to the area of Meade St. near the Bendix Corp. plant alongside its track right of way, reports William Jaroszewski, 2123 W. Riger Rd., South Bend 46628.

A group of local investors has agreed to buy the terminal building at Michigan Street and LaSalle Avenue and the switching yard on the north side of LaSalle east of the St. Joseph River. The new site is west of Meade and south of Washington avenue, just east of the Bendix property.

OUR LIST in Feb. '69 of U.S. and Canadian traction lines omitted the Texas Transportation Co., an electric freight line in his city, writes R. Hervey Angier, retired Southern Pacific engineer, 402 Channing Ave., San Antonio, Texas. He is correct. Until now no reader has told us about the omission. The TTCo. is the line on which Texas Transporatation Museum occasionally operates its open trolley and steam locomotive.

OLD issues of our magazine are kept by many fans for reference purposes. One such fan is Joe Fahnestock, 730 Front St., Greenville, Ohio 45331, who writes: "I keep re-reading your interesting account of the 'Patchogue Battery Car Line' (June '51) and the 'Winona Story' (Dec. '52) and enjoying that dramatic photo of the Parabolic Wind-Splitter stuck in the big snow of 1918 near the fair grounds of Warsaw, Ind.

"I regard the Edison-Beach 'canned juice' cars as among the most interesting facets of electric power history. They served a useful purpose in those early and frugal days of laying out electric lines. I wish someone would supply more information on that subject, and more pictures. How and by whom were those cars developed? Was the Edison-Beach Co. an outgrowth of the Thomas Edison Industries? How many cars were built? What areas did they serve? Why did they run close together? Was one of them saved for posterity? How long could they run on a single charging? Was one ever caught with 'down batteries' in a remote section of the line? Could one tow another car if the first one's power was down?"

To answer all these interesting questions, a reader would need much more knowledge of Edison-Beach cars than we have.

CORREGIDOR Island electric line in the Philippines (featured in a short article in our May '69 issue) had, besides open trolleys, a single-track baggage car, writes James Kingman, 2806 Paloma St., Pasadena, Calif. 91107.

A photo of it is obtainable from the National Archives, Washington, D.C. Mr. Kingman says it solves the question of the equipment roster of the Quartermaster Department on Corregidor. We had mentioned there were six open cars on the line. However, one of our photos showed car No. 7. The baggage car was numbered 3. Presumably the open cars carried the other numbers from 1 to 7.

New Electric Publications

***Pacific Electric in Pomona*, 124 pages, 8½x11", with soft cover binding, may be had at $4 a copy from the author, Ira L. Swett, 1416 S. Westmoreland St., Los Angeles, Calif. 90006. Pomona is a rather small urban area located between L.A. and San Bernardino. We were a bit surprised to see that anyone could produce a book of so many pages on the history of that city and the service provided by Pacific Electric and its predecessors. From the days of horse-cars and steam dummies to the interurbans of later years, the author has told the story pleasingly and in great detail.**

California juicefans, especially, may be interested in some publications of *Western Railroader*, a monthly issued by Francis Guido, P.O. Box 668, San Mateo, Calif. 94401, which have covered the Peninsular Railway interurban lines. WR issue 352 (June '69) chronicles the PR's Saratoga-Los Gatos lines. Included in the 16 pages are excellent photos of the big, wooden, interurban cars. This issue sells for only 50¢, as do two prior issues covering the same company. No. 219 has the story of the route to Alum Rock Park, No. 348 covers the San Jose-Los Gatos line.

A 24- page booklet commemorating 50 years of the Amalgamated Transit Union on Public Service Coordinated Transport, in New Jersey, which we announced in July, has been reduced in price to $2.25 a copy, writes John Yohannan, 414 Stockton Ave., Roselle, N.J. 07203. Anyone who bought the booklet at the original price, $3.25, will be allowed a second copy for only $1.

Photograph by William D. Middleton

A meet on Canada's last interurban passenger line, Niagara, St. Catherine's & Toronto, CNR subsidiary, in 1950. It now hauls freight only.

Notes on Ohio Shorelines

Rosters are based on data from officials of TT, N&W, AC&Y, A&BB, AUPD, AA, Dundee Cement. B&O, PGH & Conneaut Dock, B&LE, CV, T&TS, P&LE, L&M, Lake Terminal, N&B, Union, Midway, TA&W, CRI&P, Y&S, BS, Striegel Supply & Equipment, EJ&E, American Cast Iron Pipe, C. J. Langfelder & Sons, Mt. Hood RR., Peabody Coal, Ortner Frt. Car Co., U.S. Pipe & Foundry, Continental Steel, and Geo. R. Silcott. Rosters are accurate as of second quarter, 1969.

For the purpose of our rosters, a shortline railroad is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles. Locomotive builders: BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive Co.-General Electric Co.; FM, Fairbanks Morse; GM-EMD, General Motors-Electro Motive Div.; WH, Westinghouse; Alco Pr., Alco Products; LH, Lima-Hamilton; GM-EMC, General Motors-Electro Motive Corp.; GE, General Electric Co.; Alco, American Locomotive Co.

(1) A&BB 5408 was originally Pennsylvania RR. 8908, then PRR 5408, then Penn Central 5408, and now A&BB 5408.

(2) AC&Y 101 was sold to Kovalchick Salvage, then sold to Geo. R. Silcott, then sold to Illinois Terminal for parts. Some parts were sold by IT to Peoria & Pekin Union. AC&Y 102 was sold to Silcott, then sold to Precision Engineering. Trucks were then repurchased by Silcott and sold to Vermont Ry.

(3) AC&Y 103 was originally Delray Connecting 64, then AC&Y 103 (1964).

(4) AC&Y 103-106, 200-203, 500-504 were turned over to Norfolk & Western and traded to GM-EMD for new N&W power.

(5) AC&Y 104-105 were originally New York, Chicago & St. Louis (NKP) 1, 6, then AC&Y 104-105.

(6) AC&Y 106-108 were originally NKP 32, 38, 42, then N&W 2032, 2038, 2042, then AC&Y 106-108.

(7) AC&Y 506-508 were originally Pittsburgh & W.Va. 68-69, 67, then N&W 68-69, 67, then AC&Y 506-508. AC&Y 506, 508 are stored for retirement.

(8) AA 1 was sold to Dundee Cement Co., renumbered 951901.

(9) AA 10 was originally Manistique & Lake Superior 1, then AA 10 (12/68).

(10) AA 52A 55A, 50A, 55 were sold to Wabash, renumbered WAB 820-823 (1963). These units were leased to the NJ, Indiana & Illinois. They were

(Continued on page 47)

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RAILROAD RECORD CLUB
Hawkins, Wisconsin 54530

DISCOVER AMERICA

Akron & Barberton Belt S-12 No. 27 rests after work at Barberton, Ohio.
All photographs by Sy Reich

SHORTLINES OF OHIO

Locomotive Rosters Compiled by Sy Reich

Railroad Class	Road Number	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Akron & Barberton Belt Railroad									
———	25	660	Baldwin	VO 660	B-B	59,680	198,940	1942	
———	26	1000	BW	DS 4-4-1000	B-B	68,100	227,000	1948	
———	27	1200	BLHW	S-12	B-B	58,250	233,000	1951	
———	28	1200	BLHW	S-12	B-B	59,125	236,500	1952	
———	5408	1600	Alco-GE	RS-3	B-B	62,150	148,600	1951	1
Akron, Canton & Youngstown Railroad									
D	101	1000	Alco-GE	S2	B-B	69,000	233,300	1942	2
D	102	1000	Alco-GE	RS-1	B-B	72,000	240,880	1945	2
D	103	1000	Alco-GE	S2	B-B	57,900	230,000	1945	3, 4
D	104-105	1000	Alco-GE	S2	B-B	57,500	230,000	1942	4, 5
D	106	1000	Alco-GE	S2	B-B	57,500	230,000	1947	4, 6
D	107-108	1000	Alco-GE	S2	B-B	57,500	230,000	1947	6
D-1	200	1500	FM	ALT 200.2A	B-B	72,000	245,900	1949	4
D-1	201-203	1600	FM	H16-44	B-B	72,000	250,500	1951	4
D-1	204-205	1600	FM	H16-44	B-B	72,000	245,240	1954	
D-1	206	1600	FM	H16-44	B-B	72,000	245,200	1954	
D-1	207	1600	FM	H16-44	B-B	72,000	244,160	1956	
D-1	208	1600	FM	H16-44	B-B	72,000	244,500	1957	
D-2	500-503	2000	FM	ALT 200.1	B-B	75,000	255,600	1948	4
D-2	504	2000	FM	H20-44	B-B	75,000	252,580	1951	4
D-2	505	2000	FM	H20-44	B-B	75,000	251,980	1954	
D-2	506-508	2000	FM	H20-44	B-B	63,025	250,000	1953	7
Akron Union Passenger Depot ***(owns no locomotives)*** **Ann Arbor Railroad**									
D-3	1	386	Whitcomb	44-DE-5	B-B	25,700	85,600	1941	8
D-6	2	660	Alco-GE	S1	B-B	49,440	198,000	1944	
D-6	3	660	Alco-GE	S1	B-B	49,440	198,000	1944	
D-6	4-7	660	Alco-GE	S3	B-B	49,360	197,440	1950	
D-6	10	660	Alco-GE	S3	B-B	49,050	196,210	1952	9
D-10	20-21	1000	Alco-GE	RS-1	B-B	60,000	240,230	1950	
D-32	50, 50A-56, 56A	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	10
D-35	385-394	2500	GM-EMD	GP35	B-B	64,300	257,500	1964	10
Bessemer & Lake Erie Railroad									
W1A	281	500	WH	AO-56	B-B	35,875	143,500	1936	11
W2A	282	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	12
W7A	285	800	GM-EMD	SW8	B-B	57,090	231,700	1951	13
W2B	291-292	1000	Alco-GE	S4	B-B	57,575	230,300	1952	14
W3A	401-402	1500	BW	DRS 6-6-1500	C-C	99,090	330,300	1949	15

This rare Whitcomb 44-tonner is still going strong. She was built in 1941.

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T 801 **LAST TRAIN 'TIL SPRING** — With every good wish for Christmas and the New Year — **Sierra Nevada gear-driven Shay logger**

T 728 **A WHISTLE AND A WAVE** — A friendly wish for a Merry Christmas and a Happy New Year — **Montana Main Line Northern Pacific Engine No. 2681**

T 954 **RUNNING LATE AND RUNNING FAST** — May you and yours this Christmas Day and every day this Coming Year be blessed with health and happiness — **K4 Broadway Limited**

T 509 **FRESH TREES AND FULL STEAM** — With Best Wishes at Christmas and through all the New Year — **Typical "Mogul" narrow gauge**

T 951 **CLIMBING KICKING HORSE PASS** — Best Wishes for a Merry Christmas and a Happy New Year — **Canadian Pacific Engine 5934, west of Lake Louise, 1940**

T 852 **FROSTED STEAM** — Merry Christmas and a Happy New Year — **Trio of K-36, 3 footers, climbing Cumbres Pass in the Rockies**

T 803 **GREEN FLAGS FOR A CHRISTMAS RUN** — May the meaning of the Season be deeper, Friendships stronger, etc. as Christmas comes this year — **The 20th Century Limited**

T 802 **NEW SNOW FOR A HOLIDAY JOURNEY** — May the Peace and Happiness of the Christmas Season abide with you through the Coming Year — **1900 New England local**

T 953 **THE CHIEF ROLLS WEST** — Peace and Good Will at Christmas and through all the New Year — **Santa Fe 2900 Series, west of Victorville, California**

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WITH NAME	$3.25	5.50	10.00	14.50	18.00	22.00	26.00	34.00	50.00	80.00
EXTRA COST FOR RETURN ADDRESS ON ENVELOPE FLAPS	$1.25	1.50	2.00	2.25	2.50	2.75	3.00	3.50	4.50	6.50

INDICATE QUANTITY OF EACH CARD DESIRED IN BOX BESIDE THAT NUMBER				
T 925	T 728	T 509	T 951	T 802
T 801	T 954	T 852	T 803	T 953

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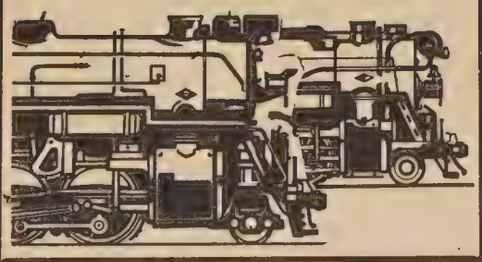

Bessemer & Lake Erie SD-18 No. 857 gets sand at Albion, Pa. She was built in 1962.

W3A1	403	1500	BW	DRS 6-6-1500	C-C	82,600	330,400	1950	
W3A1	404-407	1500	BW	DRS 6-6-1500	C-C	82,600	330,400	1950	
W3A2	408-409	1600	BLHW	AS616	C-C	88,750	355,100	1952	
W5A1	451-455	1500	GM-EMD	SD7	C-C	90,175	360,700	1953	
W4A	701A-707A	1500	GM-EMD	F7A	B-B	61,750	247,000	1950	16
W4B	701B-707B	1500	GM-EMD	F7B	B-B	61,750	247,000	1950	17
W4A1	708A-714A	1500	GM-EMD	F7A	B-B	61,750	247,000	1951	16
W4B1	708B-714B	1500	GM-EMD	F7B	B-B	61,750	247,000	1951	17
W4A2	715A-724A	1500	GM-EMD	F7A	B-B	61,750	247,000	1952	18
W4B2	715B-722B	1500	GM-EMD	F7B	B-B	61,750	247,000	1952	18
W4A3	725A-728A	1500	GM-EMD	F7A	B-B	61,750	247,000	1953	
W4B3	723B-726B	1500	GM-EMD	F7B	B-B	61,750	247,000	1953	
W5A	801-803	1500	GM-EMD	SD7	C-C	90,450	361,800	1952	
W5A2	821-825	1750	GM-EMD	SD9	C-C	94,780	386,000	1958	19
?	826-828	1750	GM-EMD	SD9	C-C	94,780	386,000	1956	19
?	829-832	1750	GM-EMD	SD9	C-C	94,780	386,000	1956	20
?	833-834	1750	GM-EMD	SD9	C-C	94,780	386,000	1957	20
W6A	851-857	1800	GM-EMD	SD18	C-C	96,700	386,800	1962	
?	861-863	2000	GM-EMD	SD38	C-C	97,250	389,400	1967	
W8A	881-886	2400	Alco Pr.	RSD-15	C-C	96,530	386,100	1959	21
				Cincinnati Union Terminal					
----	20-21	750	LH	yd. sw.	B-B	54,275	217,100	1949	22
----	22-23	750	LH	yd. sw.	B-B	54,080	216,320	1950	23
----	24-25	750	LH	yd. sw.	B-B	54,233	216,930	1951	23
----	30-34	800	GM-EMD	SW8	B-B	56,600	226,500	1951	24
----	35-37	800	GM-EMD	SW8	B-B	56,800	230,600	1952	
				Cleveland Union Terminal					
ERS-17s	7300-7303	1750	GM-EMD	GP9	B-B	63,925	255,700	1954	25
ES-9	8628-8630	900	GM-EMD	SW900	B-B	61,900	247,600	1954	26
				Cuyahoga Valley Railway					
----	600	600	GM-EMC	SW	B-B	50,000	204,000	1937	27
----	855	800	GM-EMD	SW8	B-B	57,000	229,000	1953	28
----	960-961	900	GM-EMD	SW900	B-B	57,000	228,000	1956	
----	1050	1000	GM-EMD	SW1000	B-B	61,000	248,000	1966	27
----	1280-1282	1200	GM-EMD	SW1200	B-B	61,000	244,000	1956	
----	1283-1285	1200	GM-EMD	SW1200	B-B	61,000	247,000	1957	
----	1286	1200	GM-EMD	SW1200	B-B	61,000	248,000	1965	
				Detroit & Toledo Shore Line					
ERS	41-42	1500	GM-EMD	GP7	B-B	61,220	240,000	1951	
ERS	43-44	1500	GM-EMD	GP7	B-B	61,220	240,000	1951	
ERS	45-49	1500	GM-EMD	GP7	B-B	61,220	240,000	1952	
ERS	50	1500	GM-EMD	GP7	B-B	61,220	240,000	1953	
ES	116-118	1200	GM-EMD	SW7	B-B	61,480	248,000	1950	
ES	119	1200	GM-EMD	SW9	B-B	61,480	248,000	1951	
ES	120-121	1200	GM-EMD	SW9	B-B	61,480	248,000	1952	

The CUT Line switcher No. 8628, class SW900, works at Collingwood, Ohio.

River Terminal No. 62, SW7, rests in the Cleveland, Ohio, engine terminal.

Fairport, Painesville & Eastern Railway

----	101	1000	Alco-GE	S2	B-B	?	?	1945	
----	102	1000	Alco-GE	S2	B-B	?	?	1946	
----	103	1000	Alco-GE	S2	B-B	?	?	1946	
----	104	1000	Alco-GE	S2	B-B	?	?	1947	
----	105	1000	Alco-GE	S4	B-B	?	?	1951	
----	106-107	1000	Alco-GE	S2	B-B	57,800	231,200	1950	29

Lake Erie & Eastern Railroad *(owns no locomotives)*

Lakefront Dock & Railroad Terminal *(owns no locomotives)*

Lakeside & Marblehead Railroad *(abandoned)*

----	10-11	600	GE	70 ton	B-B	35,000	140,000	1949	32
----	12	1200	GM-EMD	SW7	B-B	62,000	250,000	1950	30
----	13-14	800	GM-EMD	SW8	B-B	57,500	230,000	1952	31

Lake Terminal Railroad

----	821-824	800	GM-EMD	SW8	B-B	57,000	230,000	1951	
----	825	800	GM-EMD	SW8	B-B	57,000	230,000	1951	33
----	1001-1008	1000	GM-EMD	NW2	B-B	61,000	248,000	1947	34
----	1009-1015	1000	GM-EMD	NW2	B-B	61,000	248,000	1948	35
----	1016-1020	1000	GM-EMD	NW2	B-B	60,800	248,000	1949	
----	1021	1000	GM-EMD	SW1001	B-B	60,000	248,000	1968	

Lorain & Western Virginia Railway (owns no locomotives)

Midway Railroad *(formerly Ohio Midland Railway)*

----	512	600	GM-EMD	SW1	B-B	49,500	200,000	1955	36

Newburgh & South Shore Railway

----	1-2	1000	Alco	HH 1000	B-B	57,500	230,000	1939	37
----	1002	1000	Alco-GE	S2	B-B	50,000	200,000	1940	38

(Owns 11 units, the specifications of which are unknown to us.)

Pioneer & Fayette Railroad

(Owns one unit, the specifications of which are unknown to us.)

Pittsburgh & Lake Erie Railroad

GF-28	2800-2821	2800	GE	U28B	B-B	?	?	1966	
DPA-2c	4204-4207	2000	Alco-GE	PA-2	A1A-A1A	51,425	311,700	1949	44
DPA-4c	4213-4214	2250	Alco-GE	PA-3	A1A-A1A	52,125	315,900	1952	44
ARS-16	5353-5357	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	40
ERS-15	5676-5681	1500	GM-EMD	GP7	B-B	61,125	244,500	1951	
ERS-15	5682-5685	1500	GM-EMD	GP7	B-B	61,825	247,300	1951	
ERS-15	5713-5724	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
ERS-15	5725-5734	1500	GM-EMD	GP7	B-B	61,100	244,400	1953	
ERS-15s	5928-5930	1500	GM-EMD	GP7	B-B	61,700	246,800	1953	39
FS-10	8200-8201	1000	FM	ALT 100.6A	B-B	60,125	240,500	1946	43
FS-10	8202-8203	1000	FM	ALT 100.6A	B-B	61,775	246,300	1948	43
ES-10	8705-8714	1000	GM-EMD	NW2	B-B	61,800	247,200	1947	

Cincinnati Union Terminal No. 22, is shown at the Cincinnati, Ohio, Facilities.

(Continued from page 44)

inherited by N&W, not renumbered, and traded to Alco Products (9/65) for new N&W power. As part of this transaction, WAB sold WAB 601, 614, 620, 713 to AA, which were traded to GM-EMD for DT&I 350-353. AA 50-54, 56, 51A, 53A-54A, 56A were traded to GM-EMD (1964) for AA 385-394.

(11) B&LE 281 was originally WH ?, then B&LE 281 (1936); scrapped in 1955.

(12) B&LE 282 was sold to Columbia-Geneva Steel Div. of U.S. Steel.

(13) B&LE 285 was originally Donora Southern 802, then B&LE 285 (1963).

(14) B&LE 291-292 were sold to Y&N, renumbered 225-226 (1962, '63).

(15) B&LE 401-402 were sold to EJ&E, renumbered 500-501 (3/56).

(16) B&LE 701A-711A were sold to B&O renumbered 4644-4654 (1962). Five units have been traded to GM-EMD for new B&O power.

(17) B&LE 701B-711B were sold to B&O, renumbered 5527-5537 (1962). Nine units have been traded to GM-EMD for new B&O power.

(18) B&LE 715A, B were sold to Pittsburgh & Conneaut Dock, renumbered 21A, B.

(19) B&LE 821-828 were originally DM&IR 136, 140-141, 146, 148, 101-103, then B&LE 821-828.

(20) B&LE 829-834 are leased from DM&IR. They were originally DM&IR 104, 106, 110, 109, 113-114, then B&LE 829-834.

(21) B&LE 881-886 were originally DM&IR 50-55, then B&LE 881-886.

(22) CinnUT 20-21 were sold to J. L. Ortner Co. (10/10/58, 7/15/58), then to United States Pipe and Foundry Co. and renumbered 41, 40. USP&F 40 was transferred to U.S. Pipe Burlington Works, renum. 1801,302. USP&F 41 was burned, scrapped.

(23) CinnUT 22-24 were sold to George R. Silcott. CinnUT 23 was then sold to Peabody Coal Co. renumbered 1501. CinnUT 22, 24 for sale.

(24) CinnUT 30, 31 were sold to Silcott and then to the Pittsburgh Steel Co. (1968). They are operated as Monessen Southwestern Ry. 32, 31.

(25) CUT 7300-7303 were originally CUT 5900-5903, then CUT 7300-7303.

(26) CUT 8628-8630 were originally CUT 9628-9630, then CUT 8628-8630.

(27) CV 600 originally EJ&E 205, then CV 600 (12/1/55). This unit was traded to GM-EMD for CV 1050 (12/66).

(28) CV 855 was originally GM-EMD demonstrator 500, then CV 855 (1954).

(29) FP&E 106-107 were originally NKP 44-45, then N&W 2044-2045, then FP&E 106-107.

(30) L&M 12 were sold to E. T. Pitcher, then to George R. Silcott, then to McLouth Steel (12/4/63).

(31) L&M 13-14 were sold to Standard Slag and renumbered 50-51.

(32) L&M 10 was sold to Continental Steel and renumbered 107 (1955). L&M 11 was sold to American Car and Foundry and renumbered 5346 (1952), then sold to Luria Brothers, Lipsett Industrial Division (4/63), then sold to St. Johnsbury & Lamoille County, renumbered 55 (2nd).

(33) LT 825 was originally Donora Southern 809, then LT 825.

(34) LT 1001-1002 were sold to Northampton & Bath, renumbered 1001-1002 (1954). LT 1003-1004 were sold to the Union, renumbered 561-562 (1962, '64). LT 1005-1008 were sold to U.S. Steel (1968, 1963, 1963, 1965).

(35) LT 1009-1010, 1012-1013 were sold to Birmingham Southern, renumbered 21-24 (1962). BS 22-23 were sold to Birmingham Rail & Locomotive (12/67). BS 21, 24 were sold to American Cast Iron Pipe Co. (2/69), renumbered 102, 104.

(36) Midway 512 was originally Ohio Midland Light & Power 512, then Midway 512 (4/27/62).

(37) N&SS 1 was sold to City of Prineville RR., renumbered 1001. N&SS 2 is no longer on roster.

(38) N&SS 1002 was sold to Mt. Hood Railroad, renumbered 51, then sold to Union Pacific (10/15/68) and renumbered 1251.

(39) P&LE 5928-5930 were originally P&LE 5735-5737, then P&LE 5928-5930.

(40) P&LE 5353-5357 were originally P&LE 8353-8357, then P&LE 5353-5357. P&LE 8354 was sold to Truax Traer Coal Co.

(41) P&LE 9619-9617 were originally P&LE 8537-8540, 8542-8547, 8549, then P&LE 9619-9627. P&LE 8546 was sold to U.S. Steel, renumbered 110 (10/59). P&LE 8547 was sold to Pan American Engineering (8/59), then to Perla Minas de Fierro, S.A., then to Altos Hornos de Mexico, renumbered 100.

(42) P&LE 9731-9767 were originally P&LE 8541, 8548, 8633-8667, then P&LE 9731-9767. U&LE 8638 was sold to Sabine River and Northern and renumbered 8638 (1966). P&LE 8655 was sold to the Genesee and Wyoming and renumbered 36. P&LE 8649-8650, 8654, 8664 were to George R. Silcott then to the South Buffalo. P&LE 8647 was sold to George R. Silcott then to the Monongahela Connecting and renumbered 138.

(43) P&LE 8200-8203 were originally P&LE 9100-9103, then P&LE 8200-8203.

(44) P&LE 4204-4207, 4214 were scrapped.

(45) RT was originally GM-EMD 6534, then RT 99.

(46) TT 101-102 were sold to the Chicago, Rock Island and Pacific and renumbered 731-732 (6/59). These units were traded to GM-EMD for new CRI&P power (12/66, 10/66).

(47) TT 103 was sold to the Y&N (1/7/60) and renumbered 224.

(48) TT 106 was scrapped (3/23/66).

(49) Y&N 201-202 were traded to the Elgin, oliet and Eastern and renumbered 402 (2nd), 408 (4/46). EJ&E 402 (2nd) was sold to the Philadel-

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ES-12	8931-8940	1200	GM-EMD	SW9	B-B	61,700	247,200	1951	
ES-12	8952-8961	1200	GM-EMD	SW9	B-B	61,750	247,000	1952	
AS-10	9619-9621	1000	Alco-GE	S2	B-B	58,125	232,500	1948	41
AS-10	9622-9627	1000	Alco-GE	S2	B-B	57,575	230,300	1949	41
AS-10m	9731-9732	1000	Alco-GE	S2	B-B	57,575	230,300	1949	42
AS-10m	9733-9743	1000	Alco-GE	S4	B-B	57,650	230,600	1953	42
AS-10m	9744-9767	1000	Alco-GE	S2	B-B	57,650	230,600	1953	42
River Terminal Railway									
——	50	600	GM-EMC	SC	B-B	50,000	200,000	1936	
——	51	600	GM-EMC	SW	B-B	50,000	200,000	1937	
——	52	660	Alco-GE	S1	B-B	?	?	1941	
——	60	1000	GM-EMD	NW2	B-B	62,000	248,000	1949	
——	61-62	1200	GM-EMD	SW7	B-B	62,000	248,000	1951	
——	90-98	900	GM-EMD	SW900	B-B	58,000	232,000	1956	
——	99	900	GM-EMD	SW900	B-B	58,000	232,000	1955	45
——	100	900	GM-EMD	SW900	B-B	58,000	232,000	1958	
——	101-102	1000	GM-EMD	SW1001	B-B	?	?	1968	
Toledo, Angola & Western Railway									
——	101	660	Alco-GE	S1	B-B	59,700	199,000	1949	
Toledo Terminal Railroad									
——	101	1000	Alco-GE	S2	B-B	69,450	231,500	1946	46
——	102	1000	Alco-GE	S2	B-B	69,450	231,500	1946	46
——	103	1000	Alco-GE	S2	B-B	69,450	231,500	1947	47
——	104	1000	Alco-GE	S2	B-B	69,450	231,500	1947	
——	105	1000	Alco-GE	S2	B-B	69,450	231,500	1948	
——	106	1000	Alco-GE	S2	B-B	69,450	231,500	1949	48
——	107	1000	Alco-GE	S2	B-B	69,450	231,500	1949	
——	108	1000	Alco-GE	S2	B-B	69,450	231,500	1949	
——	109-110	1000	Alco-GE	S4	B-B	69,450	231,500	1951	
——	111	1000	Alco-GE	S4	B-B	69,450	231,500	1952	
Youngstown & Northern Railroad									
——	201-202	900	GM-EMC	NC	B-B	75,000	250,000	1937	49
——	211-212	900	Alco	HH 900	B-B	59,825	239,300	1937	50
——	213	1000	Alco-GE	S2	B-B	50,000	230,000	1940	
——	214	1000	Alco-GE	S2	B-B	50,000	230,000	1942	
——	215	1000	Alco-GE	S2	B-B	50,000	230,000	1942	
——	216	1000	Alco-GE	S2	B-B	50,000	230,000	1945	
——	217	900	Alco	HH 900	B-B	70,050	232,000	1937	51
——	218	1000	Alco-GE	S2	B-B	50,000	230,000	1940	52
——	219-221	1000	Alco-GE	S2	B-B	50,000	230,000	1949	
——	222	1000	Alco-GE	S4	B-B	50,000	230,000	1950	
——	223	1000	Alco-GE	S4	B-B	50,000	230,000	1951	
——	224	1000	Alco-GE	S2	B-B	69,450	231,500	1947	47
——	225-226	1000	Alco-GE	S4	B-B	57,575	230,300	1952	14
——	231	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	53
Youngstown & Southern Railway									
——	70-72	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	54
——	73-76	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	54
——	77-84	1200	GM-EMD	SW9	B-B	62,000	248,000	1952-3	54

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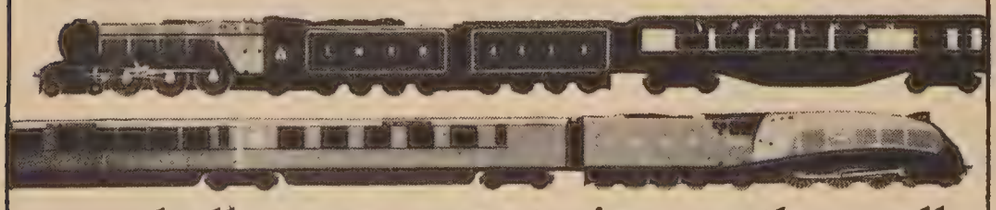

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(Continued from page 47)

phia, Bethlehem and New England and renumbered 55 (7/6/55). E&E 408 was sold to the Marinette, Tomahawk and Western and renumbered 408 (8/27/55), then tothe Sabine River and Northern and renumbered 408.

(50) Y&N 211 was sold to the Kansas City Southern and renumbered 1120 (4/56), then sold to Kansas City Public Service Freight Operation and renumbered 1120. It was scrapped 7/65. Y&N 212 was sold to C. J. Langenfelder and Son, then to Streigel Supply who are dismanteling the unit for parts.

(51) Y&N 217 was originally EJ&E 402 (1st), then EJ&E 450, then Y&N 217 (4/46).

(52) Y&S 218 was originally FJ&E 451, then Y&N 218 (4/46), then U.S. Steel 80 (6/65).

(53) Y&N 231 was sold to Alton & Southern, renumbered 50.

(54) Y&S 72-84 are leased to and stencilled Montour RR.

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Vickie Wheeler, (15), 1223 S. 42nd St., Kansas City, Kan. 66106.

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Rosalie Owens,(15), 1425 Christine Ave., Ashland, Ky. 41101.

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Mrs. J.E. GRIFFITHS, 280 Panorma Dr., Marion, Va. 25354, will sell ¾" scale 4-8-4 live steamer requiring a little work for completion.

ROY ASHBY, 1901 Auburn St., Rockford, Ill. 61103, sells Lionel AF parts.

BOB BAKER, 12 Passchendale Ave. SW, Calgary 7, Alta., Canada, will buy Akane model USRA heavy 2-10-2.

WALT DANYLAK, 500 Ulster St., Syracuse, N.Y. 13204, wants AF S 900 series cars, GP7 diesels.

WM. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, sells Lionel std.-gage psgr. cars, excel. cond.

DAVE KENYON, 55 Adams St., Lynn, Mass. 01901, buys pre-'60 mint Erector sets. (SSE)

BOB LEDBETTER, Box 355, Hamlin, Texas 79520, sells pre-'60 Lionel locos, cars, track, access., transformer. (SSE)

DICK PAUL, 1065 Lindsay Lane, Rydal, Pa. 19046, buys Lionel st.-gage and O gage equip.

PHIL GILES, 33 Arcadia Lane, Hicksville, N.Y. 11801, will sell new Lionel, AF catalogs 1955-'66. (SSE)

J. JEFFERY, 1216 Garth Dr., Kent, Ohio 44240, will trade for slides or sell to top bidder compl. HO model of C&O roundhouse, shops at Richmond, Va.

DICK MILLER (PC fireman), Rte. 2, Box 198, Gibsonburg, Ohio 43431, will send his HO trade list for yours; also emp. tts., train orders, etc.

Additional Roster Notes

According to data received from George R. Silcott for our New Haven roster (April '69) note 6 should read: These units have been scrapped: 0604, 0605, 0611-0612, 0617, 0620, 630-639, 0670, 0700-0759, 0900, 0911-0920, 0922, 0925-0928, 0931-0933, 0938-0939, 0941, 0943, 0948, 0951, 0956, 0969, 0971, 0990, 0993. Note 10 should read: 0802 was sold to Youghiogheny & Ohio Coal Co. (12/24/58), not renumbered. Note 21 should be added to read: These units were sold to Michael Schiavone & Son and are being dismantled, with some parts salvaged for resale: 0921, 0923, 0929-0930, 0954, 0964, 0984, 0986-0987, 0989, 0934, 0942, 0987, 0660-0661, 0666, 0668-0669, 526, 560, 561, 0801, 0812, 0817, 590, 593, 595-596, 0602, 0607, 0613-0614, 0619, 0621, PP716, 466, 311.

Louisville & Nashville sends this data for Reading roster (Nov. '69): Note 13 should read: 502, 508, 518 were sold to Alco Pr.; then resold to Tennessee Central, renumbered 248-250; then sold to L&N, renumbered 248-250.

From General Electric comes data for Norfolk & Western roster (June '69): Note 53, should now read: NKP 100-101, 309 were sold to GE then to Independent Iron and Metal then to the Columbia Iron and Steel Co. and scrapped. (Sy Reich)

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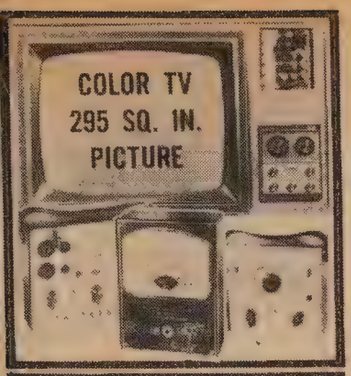

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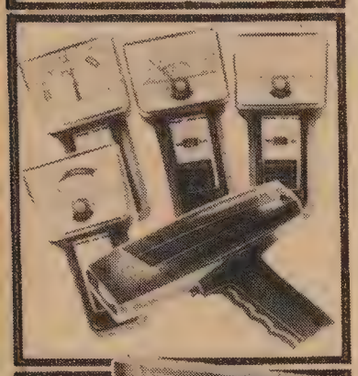

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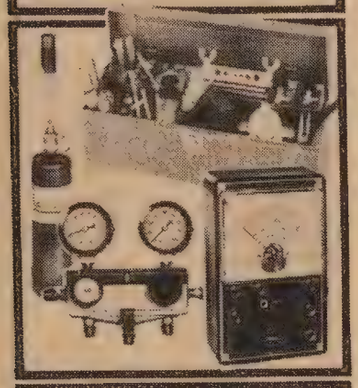

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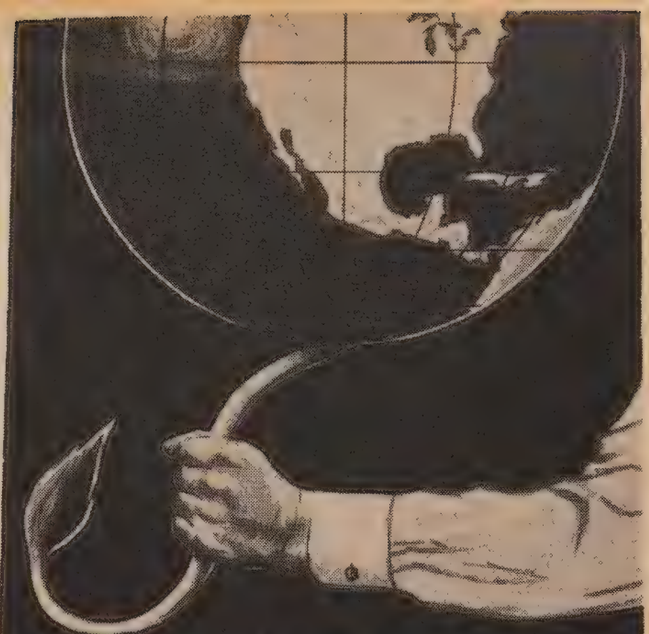

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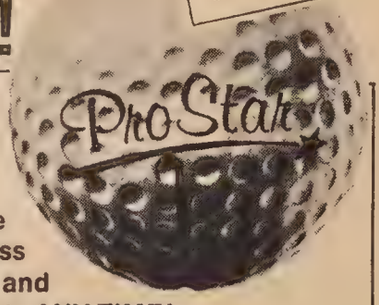

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BOOKS OF THE RAILS

HISTORIC RAIL DISASTERS, by O.S. Nock, 2nd edition, 206 pages, 6¼x9¼", hard covers, with coated stock, illustrations, maps; Ian Allan publisher, Terminal House, Shepperton, Middlesex, Walton-on-Thames, England; price 42s.

A well written and thoroughly researched coverage of some major British railway wrecks as well as some lesser ones. Each was selected for its unusual nature. The author, a noted railway authority, comments on the disasters and what was done later to prevent similar recurrences. Diagrams help you to visualize the wrecks.

CLASSIC SHORTLINE RAILROAD PHOTOS, 14 tear-out postcards bound together, totaling 20 rare photos, with good descriptions of railroads and steam trains; Stephen Greene Press, Brattleboro, Vt., 95¢.

These cards in their present format make nice collector's items, or you can separate them and mail individually to your friends. Few of the pix have ever been published before. All are well printed.

INDIAN NARROW GAUGE RAILWAYS: by Hugh Hughes and Frank Jux, 39 pages, 7¼x9¼", with maps, well illustrated, indexed, coated stock, soft cover, Frank Jux, 18 Cedar Ter., Richmond, Surrey, England, $1.

The only publication on the various narrow-gage steam roads still operating in India. A brief description of the lines includes rosters and illustrations of loco types. A very fine little book for steam fans.

COLORADO RAIL ANNUAL 1969: 71 pages, 8½x11, coated stock, soft cover, well illustrated, maps, Colorado Railroad Museum, Box 641, Golden, Colo. 80401; $2.50.

The 7th annual, a greatly enlarged edition, features D&RGW's narrow-gage Chili Line to Santa Fe, a story on slim gage in the Arctic, and Manitou & Pikes Ry. history. All stories are well researched and include interesting photos. The page layout is quite good; so is the printing.

LONDON'S TERMINI, by Alan A. Jackson, 368 pages, 5½x8¾", index, illustrations, photos, drawings, station plans, fine printing on good paper, David & Charles, Publishers, South Devon House, Railway Station, Newton, Abbot, Devon, England, $7.69.

A comprehensive account of the development of London's great terminals, with a chapter devoted to each main station. Signal systems and accidents are not overlooked. Old line-cut engravings and photos from the periods discussed add much flavor and authenticity to this study of these major and historical terminals.

(Now turn to page 45)

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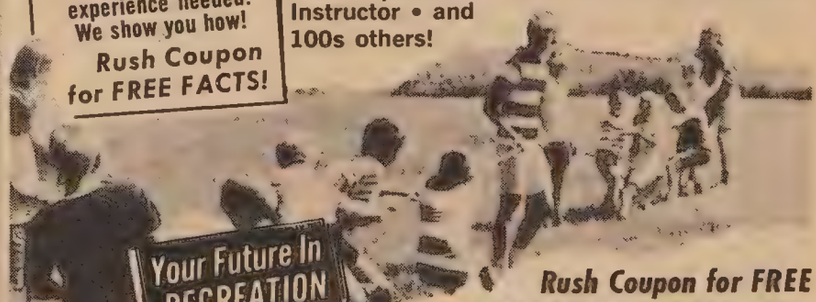

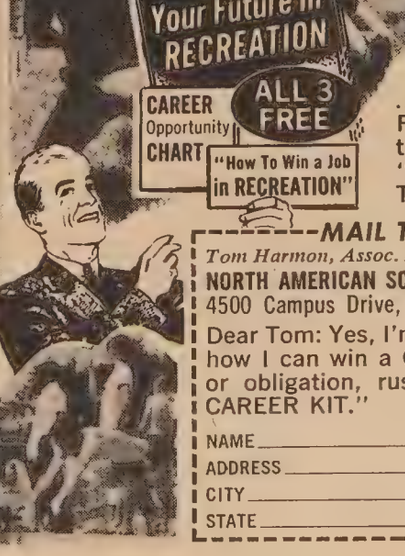

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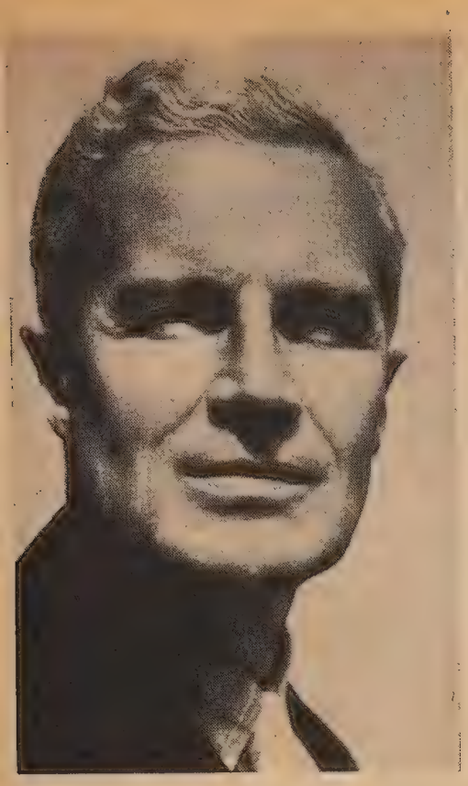

I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-MS
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There's nothing *wrong* with working in an office, store or factory. There's nothing *wrong* with living in a crowded, smoggy city—if you *like* it. And many people do. But if *you* like to hunt and fish—if *you* like to sleep under pines, catch breakfast from icy streams, feel like a million and look like it too, then you owe it to yourself to investigate an exciting Outdoor Career of Adventure with *extra* rewards of hard muscles, bronzed skin and vibrant good health. Rush coupon for FREE "CONSERVATION CAREER KIT"—jam-packed with exciting facts about your future in Conservation.

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The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbrevations: *tts*, (timetables), *emp. tts.* (employees timetables, and *SSE* (send 6¢ stamped envelope for list or details). Use zip code. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JESS ADAMS, Box 2248, Anchorage, Alaska 99501, sells 1970 calendars with Alaska RR. pix.

C.L. ANDREWS, 4231 SW 38th St., West Hollywood, Fla. sells pix LV, RDG, CJN, SCL, FEC, etc.; steam, diesel, stations, cars, trolleys, cabooses, wrecks. (SSE)

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. sells reconditioned cameras, sizes 120, 620, 116, 616, 122. Details and list free.

JACK ARMSTRONG, 197 N. Summer St., Adams, Mass. 01220, sells on approval sizes 116 and 2¼x3¼ negs. (SSE)

ROGER BALZ, 6118 Hartley St., Lincoln, Neb. 68507, buys transportation tokens.

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis. 53703, will sell Lundy's "Air Brakes," Asbridge's "Civil Engineering," Hayward's "Gasoline Tractors." Make offer.

BOB BOHNE, 12235 Ridgeland, Palos Heights, Ill. 60463, buys railroadiana, esp. steam loco parts. Trades switch keys, PC emp. tts., Pennsy switchstand lamps.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys or trades for anything FEC, Fla. trolleyana, RPO cancellations, dater dies.

JEFF BRASHARES, 825 Peaceful Path, Mansfield, Ohio 44907, buys info., pix, etc., of interurbans or trolleys in and around Columbus, Ohio.

SAM BRECK, 306 Westwood, Ann Arbor, Mich. 48103, trades slides of rr. depots in his area for those in yours.

DON BROMBERG, U.S. Soldiers Home, Washington, D.C. 20315, buys any size steam pix C&O or W. Va. shortlines.

WALT BROSCHART, 102 Ogden Ave., Jersey City, N.J. 07307, sells tts. Buys negs. or pix of trolleys.

H.L. BURGER, E. Biddle St., Gordon, Pa. 17936, will buy trackmen's pump truck, track cycle.

GERRY BURRIDGE, 65 Cremazie W., Quebec 6, Que., Canada, buys or trades for slides Canadian shortlines.

C.A. BUSHNELL, 7114 Walker St., S., Philadelphia, Pa. 19135, buys Off. Guides 1920-'30.

CYRIL BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells 3½x5 pix C&O caboose, also steam pix. List. 10¢.

MARK CAMP, 856 McKinley Ave., Toledo, Ohio 43605, buys photos or postcards of rr. depots, towers, other structures in Ohio, Mich., Ind., Pa., W. Va.

JIM CERVENANSKY, 6425 W. Norwich Ave., Milwaukee, Wis. 53220, buys movies C&NW in north Wis., also CNS&M. Will buy Suprey's books on Soo.

H.E. CHELF, 5004 Knoxville Ave., Peoria, Ill. 61614, sells or trades rr. tie-date nails.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys Alco, Baldwin, Lima, Climax, Shay, Heisler bldrs. pix and catalogs.

Mrs. JUNE CLARK, 8 Herbert Dr., East Brunswick, N.J. 08816, buys or trades RDG station pix.

CHANDLER COBB, 168 Whipple Rd., Kittery, Main 03904, buys pix C&F 40-ft wood or steel boxcars.

ERNEST COLWELL, 3122 N. Monte Vista 29, Flagstaff, Ariz. 89001, buys pix of Ma & Pa locos, cars, structures before 1958.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells much railroadiana. (SSE)

H.D. CONNER, 1604 Bluebonnet Dr., Fort Worth, Texas 76111, buys or trades switch keys, locks, lanterns. Send your list.

GEO. CRAMER, 2302 Riddle Ave., Wilmington, Del. 19806, buys p.c. size trolley pix from Wilmington, Del., or Chester, Pa.

LOU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, will sell set of 13 size 116 negs. PRR diesel switchers in Phila. area.

J. DAVENPORT, 574 Huddersfield Rd., Waterhead, Oldham, Lances, England, trades p.c. size pix European steam for U.S. steam.

WILLARD DAVIS, Lynchburg Trailer Court, Lot 5, Lynchburg, Va. 24501, sells train tickets.

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522 sells b&w and color pix EL diesels, stations.

FRANK DE SAUTELLE, 125 7th Ave., Baraboo, Wis. 53913, will sell '44 Loco. Cyclopedia, fine cond.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 30¢. Buys and sells CN, CP, TH&B steam negs.

BERT DOCKALL, 607 W. Cameron St., Rockdale, Texas 76567, buys or trades switch keys.

GARY DOLZALL, RR 12, Box 217, Bloomington, Ind. 47401, trades size 616 negs. PRR steam for negs of rare diesels.

S.E. DREW, 4180 Randolph Ave., Oakland, Calif. 94602, sells unused V&T tkts.; list free.

CHAS. ELSTON, 4647 Penn St., Philadelphia, Pa. 19124, sells 8mm RDG and NYC movies of 0-4-0, 4-6-0, 4-4-2, 4-8-4 action.

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, will buy IC tt. 153 dated 10/57.

LEILA FISK, 160 N. Allen, Fallon, Nev. 89406, will sell 1896 MKT pass, perfect cond.

AL FOLLETT, 1443 W. Fargo Ave., Chicago, Ill. 60626, sells or trades tts., emp. tts. Wants traction, shortline, pre-'60 tts. (SSE)

JIM FRED, RR. 1. Cutler, Ind. 46920, sells copies of pages from old Car Bldrs. Cyclopedia. (SSE)

HENRY FRICK, 4 Revere Rd., Riverside, Conn. 06878, buys pix NYNH&H and Canadian psgr. trains.

HARRY FRYE, 1023 Hooksett Rd., Manchester, N.H. 03104, buys B&M steam pix and drawings.

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, trades rr. tts.

BILL GATES, 607 Dawson St., Rear, Uhrichsville, Ohio 44683, buys rr. matchbooks, also book on PRR printed in 1946.

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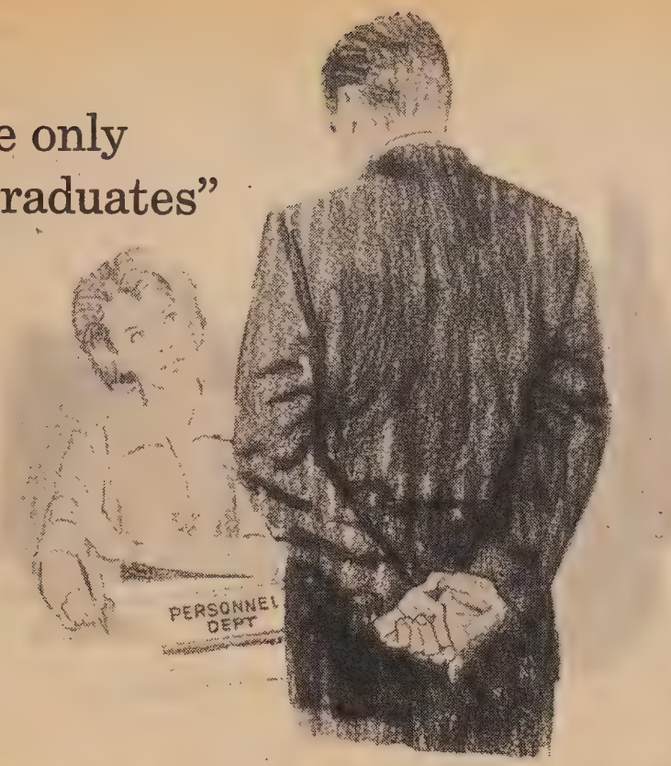

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FRANK GLAISNER, 101 W. Good Hope Rd., Milwaukee, Wis. 52317, buys rr. switchmen's lanterns, globes; trades duplicates.

LIL GOODMAN, Box 17165, Chicago, Ill., sells 2-inch brass discs marked C. C. Ry. Co., also marked rr. silverware.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, buys old rr. stock certificates. Will trade ATSF cosductor's uniform, 1900 Rand-McNally rr. guide.

JOHN GWINN, Box 5231, Austin, Texas 78703, trades orig. 35mm color slides of diesels with anyone in Wash., Ore., or B.C.

JIM HARPER, 4980 W. Willow Rd., Milwaukee, Wis. 53223, sells Trolley Sparks, Interurbans, ERHS Bulls. (SSE)

BOB HART, 1007 W. 6 St., Plainfield, N.J. 07063, trades orig. 35mm slides N.Y. area rrs. for foreign slides from overseas readers.

HERG HARWOOD, 620 Stevenson Lane, Baltimore, Md. 21204, trades or buys negs of psgr. cars, stations, of Eastern rrs.

B.K. HEALD, RFD, Winn, Maine 04495, sells train orders; trades emp. tts.

JOHN HOELTZEL, 1013 Gordon St., Midland, Mich. 48640, buys Mich. Cent. markers, PM and LS&MS hand lanterns, hardware.

W.H. HOWELL, 2012 Monument Ave., Point St. Joe, Fla. 32456, buys pix RF&P 4-6-0 37, S&F 4-6-0 205, 204.

EARL HUGHES, Box 147, Montezuma, Ind. 47862, buys pix of trains, depots, towers on CNO&TP between Cincinnati-Chattanooga.

JIM JEFFERY, 1216 Farth Dr., Kent, Ohio 44240, buys diesel slides NYO&W, L&NE, Interstate, A&SAB, C&G, KCS, NYNH&H, VGN, SLSF. Trades slides.

C.W. JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells sizes 620 to 4x5 steam loco negs. (SSE)

BURNS KATTENBERG, 35 Fayette St., Boston, Mass. 02116, sells NYNH&H rulebks. and firemen, diesel, pay rate bks.

JOHN DEAVY, Box 214, Fall River, Mass. 02724, sells NKP 759 rubber stamp with or without your name, address. (SSE)

TOM KERBY, Rte. 8, Box 427, Tucson, Ariz. 85710, buys or trades switch keys. Trades, sells rulebks. Will buy Josserand's "Rights of Trains." (SSE)

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, sells or trades sw. keys. (SSE) Sells railroadiana; state wants.

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell "Appleton's RR. and Steamboat Guide" (1848) and Rand-McNally's "Off. Ry. Guide and Handbk" (1880).

VIRGIL KING, Box 328, Sedan, Kan. 67361, will buy any recent Off. Guide.

W.H. KOCH, 512 Pincus Ave., Northfield, N.J. 08225, sells Off. Guides '66 and later or trades for elec. trains railroadiana.

JEFF KOVACS, 922 Spa Spring Rd., Perth Amboy, N.J., 08861, buys LV railroadiana; send your list.

OWEN LEANDER, 127 Wildwood Rd., Elk Grove Village, Ill. 60007, sells Kodachrome slides and 2¼x3¼ negs.; diesels, psgr. cars, cabooses, work equip.

NEIL LENNOX, Strathclair, Man., Canada, will sell genuine NP link from link-and-pin coupler.

WALT LEWIS, 3654 Montclair Dr., Jacksonville, Fla. 32217, buys Calif. elec. lines maps.

JIM LEWNARD, 410 S. Emerson, Mt. Prospect, Ill. 60056, sells slides, pix C&NW, CMSP&P, MON, Soo, etc. Buys tts., same lines. (SSE)

GARY LOEFFLER, RR 2, Onalaska, Wis. 54650, trades steam pix for empty beer cans.

KIM LYON, 126 Broad St., Waverly, N.Y. 14892, trades railroad insulators.

DICK MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, sells RDG tts. '32-'41; buys RDG mags. '32-'41. (SSE)

PAUL MARTIN, 14648 Prospect, Dearborn, Mich. 48126, buys or trades rr. matchbks. (SSE)

DON MATHER, 227 W. Sinclair St., Wabash, Ind. 46992, buys sizes 616 and p.c. pix WAB steam.

MIKE MAZZACANO, 3739 Landfair Rd., Pasadena, Calif. 91107, sells steam, diesel, caboose negs.

K.C. McDANIEL, Box 1118, Atlanta, Ga. 30301, sells tts., framed loco pix, train orders. (SSE)

E. MEYER, 28 Hughes Ave., Gloucester, N.J. 08030, sells P&R, PRSL, PRR switch keys.

AL MILLER, 3212 34th Ave., S., Minneapolis, Minn. 55406, will buy back issues of Railroad Magazine, '65-69; write first.

JOHN MOWRER, Glenville, Pa. 17329, wants info. on Pennsy engineman S. Jackson Jr.

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa. 17938, will sell 1866 "Annual Report of All Pa. RR. and Canal Companies," good cond., 530 pages; make offer.

CARL MUNCK, Rte. 4, Box 602-A, Blytheville, Ark. 72315, sells steam and diesel pix, sizes 116 to 8x10; RUT, B&O, Alaska, NYO&W, D&H, DL&W, etc. (SSE)

J.E. MURPHY, 733 Beaverbrook, Baltimore, Md. 21212, buys or trades pix, slides, negs., plans, etc., of Ma & Pa Balti. & Lehigh, York Sou. equip.

BILL MYERS, 5031 Newton Rd., Woodside, N.Y. 11377, buys, trades, or sells slides NYRT, CTS, Boston, TTC, CTA, SF Muni; list free.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will sell 2 cast-iron rr. crossing signs.

L.M. NOSEWORTHY, 43 W. Macada Rd., Bethlehem, Pa. 18017, buys rr. annual reports.

C.G. PARSONS, Rte. A2, Box 124C, Dunnellon, Fla. 32630, sells 35mm Kodachrome dupl. slides steam, diesel, trolley; sample 30¢.

L. POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys postcards of anthracite breakers along CNJ, LV, P&R, Erie.

R. PRELINGER, 211 St. Ronan St., New Haven, Conn. 06511, buys Off. Guides 1900-'69, good cond.; also PC, NYNH&H emp. tts.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys steam, trolley tts., cap badges.

WM. RADER, 502 Jefferson St., Whitehall, Pa. 18052, will sell Amer. Journal of Ry. Mags. 1886-'87.

TREVOR RANKIN, Box 64, Palmerton, Otago, New Zealand, buys rr. shipping, airline tickets, labels, comics.

J.F. REARDON, 45 Murdock St., Somerville, Mass. 02145, will sell book on history and construction of Panama Canal and rr.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, trades emp. tts., disprs. sheets, etc., for SOU items.

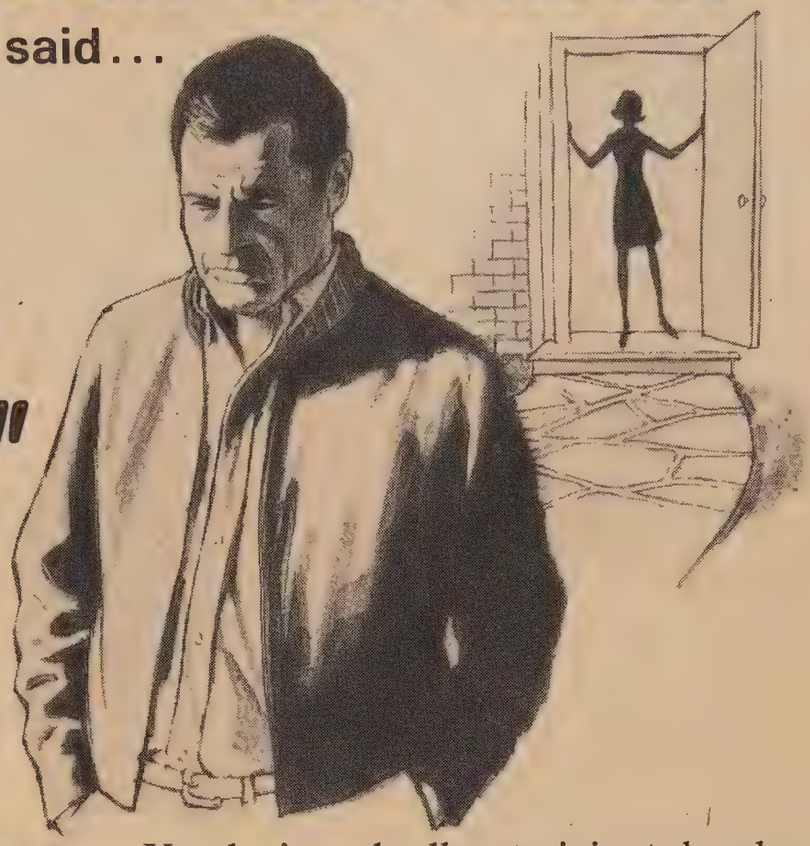
WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, trades pocket protectors, ash trays, buttons, badges for WAB, PRR, NYC, VGN decks of cards, VGN, WP, B&M, MEC pencils.

CALVIN REPPERT, 802 Las Vegas Dr., Temple, Pa. 19560, buys any size pix L&HR engines, 1, 3, 10, 21, 24, 27.

THIS CAN BE YOUR "BIG BREAK"

if you're a man who's ever said...

"I'm sick and tired of my Job!"



Read here about the exciting, high-pay careers waiting in one of today's hottest growth fields—and how preparing for these great jobs can be easier than you might ever have imagined.

IT'S A SHAME to go on struggling along in the same old rut—while others around you move up to better jobs, better homes, better cars. Especially when it's now so easy for you to do something about it.

Just mail the coupon to the right and we'll send you, FREE, two books that have started thousands of men on the road to rewarding new careers. Careers they can be proud of. Careers where the work is exciting. And careers where they can earn the kind of money that many men only dream of.

Thousands of career opportunities like this exist right now in America's hottest growth industry—Electronics. It's an industry where you can take your pick of literally scores of different "glamor jobs"—in broadcasting, automation, the aerospace program, and many other areas. And it's an industry where, once you have some experience under your belt, you can earn up to $5, $6, $7 an hour...$200, $225, $250 a week...$10,000, $11,000, $12,000 a year.

You don't need college training to break in. Our free books will show you how you can prepare right at home in your spare time. And they'll show you, too, how we can help you land the "dream job" of your choice.

So why delay? Mail the coupon below for your two FREE books today.

GET 2 FREE SUCCESS BOOKS · SEND COUPON

CIE

Cleveland Institute of Electronics
1776 E.17th St., Cleveland, Ohio 44114

Please send me 2 FREE books describing opportunities in Electronics and how to prepare for them.

Name_____
(Please Print)

Address_____

City_____ State_____

Zip_____ Age_____

☐ **Veterans & Servicemen: check here for G.I. Bill information**

Accredited Member National Home Study Council

AM-13

OVER 800 BUREAUS OF IDENTIFICATION EMPLOY IAS GRADUATES

Get into a Good Paying Career! Help Bring Crooks to Justice Through Scientific CRIME DETECTION

TRAIN AT HOME TO BE A FINGERPRINT TECHNICIAN

You are needed now to help keep pace with the fantastic increase in crime! Prepare for a fine, well paying career that offers security and steady advancement!

Yes — There is good money in Scientific Crime Detection and Fingerprint Identification . . . but much more than money alone! Imagine the thrill of being on the team that apprehends a vicious criminal . . . possibly a remorseless killer . . . by modern, scientific means. Trapping him . . . helping build an air-tight case with hard, undeniable facts you've helped dig out! This is what fills the job of CRIME INVESTIGATOR with daily excitement . . . in addition to good steady pay, security and advancement opportunity.

Just as I've helped hundreds of other ambitious men get into CRIME INVESTIGATION . . . I can help you, too. At home in your spare time, I will reveal and train you in the secrets of modern Crime Detection, Fingerprint Identification, Firearms Identification, Handwriting Identification, the art of "Shadowing" . . . and the other skills that the trained Criminal Investigator uses in his daily assignments.

It doesn't matter what you are doing now . . . what kind of jobs you held before . . . there is wide open opportunity for the trained Crime Investigator.

Our graduates are leaders in Fingerprint-Identification-Investigation departments in every state and all over the free world. Over 800 Identification Bureaus employ our former students. IAS is accredited by the National Home Study Council. Rush coupon for "Blue Book of Crime"—Free!

Approved for Veterans Under The G.I. Bill

FREE - *Famous* BLUE BOOK OF CRIME

Just mail coupon for this exciting book . . . filled with famous crime cases and crime facts. Tells how you can find success and security in Crime Investigation. Send for your FREE copy today. No salesman will call. (Give your age, please).

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INSTITUTE OF APPLIED SCIENCE
A Correspondence School Founded in 1916
Dept. 300A, 1920 Sunnyside, Chicago, Ill. 60640

Mr. T. Dickerson Cooke, *Director*
INSTITUTE of APPLIED SCIENCE, Dept. 300A
1920 Sunnyside, Chicago, Ill. 60640
Without obligation send me the Blue Book of Crime (latest edition) and list of Identification Bureaus employing I A S students and graduates together with complete facts and easy terms offer.

Name_____ Age_____
Address_____
City_____
State_____ Zip Code_____

1970 ALL PENNSY CALENDAR

Our 5th year—again featuring all new photos, mostly steam with a sampling of diesel and electric power. Same large 16 x 23 wall size calendar with twelve 11 x 14 photo reproductions by Don Wood printed on high quality paper. A few 1969 calendars also available. Either calendar $3.00 postpaid.

INTRODUCING THE MINI CALENDAR

A 6" x 9" tack up calendar featuring a full color railroad scene and twelve page calendar pad. Available in three road names: NYC, NKP and B&O. 35¢ each or send stamped self addressed envelope for list of these, post cards and slides.

Audio-Visual Designs
P.O. BOX 24R, EARLTON, N.Y. 12058
N.Y. State residents please add sales tax.

Dealer inquiries invited.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys sw., marker, classification, and hand lanterns; also globes, bells, hdlts., whistles, locks, keys.

B.F. ROBERTS, Box 4094, Martinez, Ga. 30907, sells bldrs. plates, rulebks., steam and diesel inspec. reports, loco dispr. reports, pix, rr. books. (SSE)

JOE SAITTA, 2160 Washington St., Merrick, N.Y. 11566, buys, trades, or sells orig. 35mm Kodachrome slides elec. traction. (SSE)

WAYNE SCHENK, 15 Brentwood Dr., South Cheektowaga, N.Y. 14227, sells rr. histories, other railroadiana; list 10¢.

DENNIS SCHMIDT, 907 N. Court, Alma, Mich. 48801, sells 3½x5 diesel pix; list free.

PAUL SCHUETT, 14472 Davis Rd., Lodi, Calif. 95240, will sell 1964 New Zealand RR. emp. tt. with '65 supplement, also collection of 750 rr. pix.

GEO. SCHUSTER, 324 Rand, Ferguson, Mo. 63135, will sell bell from WAB J2 loco.

LEE SHAPIRO, 149 Koster Dr., Freehold, N.J. 07728, sells markers, hdlts., tts., annual reports, equip. registers, Loco Cyclopedias, etc. (SSE)

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells rr. books, mags., Off Guides, tts., emp. tts., trolley and steamship tts., tourist guides. List 25¢; specify wants.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells slides D&H frt. and psgr. diesels. (SSE)

ANDREW SIMA, 209 State St., Grand Forks, N.D. 58201, trades psgr. train brochures, menus, postcards.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Loco, Car Bldrs. Cyclopedia, Baldwin Mags., rr. calendars, bks., etc. Send your list.

BOB SMITH, 712 S. 8th St., Coshocton, Ohio 43812, buys steam, diesel bldrs, number plates of B&O, Erie, N&W, NKP, PRR, W&LE, WAB.

DAVE SMITH, 96 Portland Ave., Dover, N.H. 03820, buys color sldies '69 steam in action; also ATSF locos.

D.A. SOMERVILLE, 4018 Brunswick Ave., Drexel Hill, Pa. 19026, trades sizes 5x7, 4x5, p.c. steam pix.

BURR SPIETH, 509 E. 7th St., Centralia, Ill. 62801, sells bldrs. plates or trades for markers. (SSE)

JOHN STADELMANN, 88-16 213 St., Queens Village, N.Y. 11427, buys or trades for emp. tts.

BOB STARBUCK, 6034 Rockhill Rd., Kansas City, Mo. 64110, will trade CRI&P emp. tts. Des Moines Div. 9/29/68 for current ATSF, MP, CMSP&P, or KCS emp. tts. (SSE)

J.L. STEVENS, 209 Market St., Ripley, Miss. 38663, trades Off. Guides 1950, '57, '61, '64 for Railroad Magazine or Trains, '59-'65.

H. SZYDLOWSKI, 3942 Euclid Ave., East Chicago, Ind. 46312, will buy history of East Chicago and Cleveland trolley lines.

JACK THOMAS, Box 16641, Oklahoma City, Oka. 73116, will buy Hungerfords "Hawaiian RRs."

TED THOMPSON, Jr., 2006 Blaine St., Williamsport, Pa. 17701, will buy tr. order addressed to NYC or PC loco 1038, alsa pix of that loco.

JOE TOTH, Jr., 3000 W. Irving Blvd., Irving, Texas 75060, will trade Ehernberger & Gschwind's "Smoke Across the Prairie" for "Canadian Steam."

TOM TRAPP, 1815 S. 18th St., Moorhead, Minn. 56560, buys or trades tts., esp. WM, SLSW, RUT.

C.N. VALLESTTE, 1026 Claire Ave., Huntingdon Valley, Pa. 19006, buys pix and news clippings of RDG wreck near Southhampton, Pa., around 1920.

W.D. VOLKMER, 401 Cambridge Rd., Erie, Pa. 16511, sells size 3½x5 pix trolleys. (SSE)

A. VON BLON, 1208 Locust, Muskogee, Okla. 74401, will sell pamphlet on origin and progress of Mohawk & Hudson RR.

LEONARD WALLIS, 12 Lake St., St. Catharines, Ont., Canada, buys rr. postcards; trades tts., other railroadiana; list 25¢.

C.R. WATEMAN, 931 Burton St., S.E., Grand Rapids, Mich. 49507, will buy Pocket List of Railroad Officials of early 1940's.

HOWARD WAYT, Box 441, Bellaire, Texas 77401, buys or trades rr., trolley slides, negs., bks., esp. D.C., BTC, JTC, CMSP&P, GN. NP.

CARL WEBER, Jr., 1801 Cody Dr., Silver Spring, Md. 20902, buys pix NKP 172, SLSF 1632, TC 3506; WM railroadiana.

JEFF WEISS, 21-36 33rd Rd., Long Island City, N.Y. 11106, buys NYO&W pix, bks., mags., reports, etc. will buy 8/42, 7/57 Trains.

W. WESOLOWSKI, 1509½ E. Blacklidge, Tucson, Ariz. 85719, buys or trades for pix, info. on IC locos 1545, 3616, 3500.

BOB WILT, 2876 Easton Ave., Bethlehem, Pa. 18017, trades orig. Kodachrome slides of NY, Pa., NJ rrs. for those of northwest U.S., west Canada.

(*Continued on page 64*)

PICTURE YOURSELF...

REAL HAIR!

(100% HUMAN)

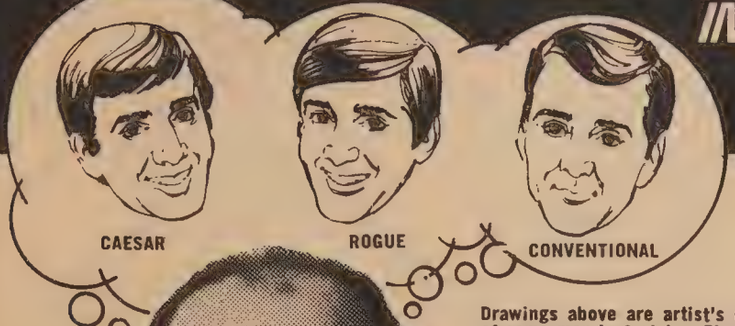
IN A "UNIVERSAL"

HAIRPIECE

Amazing Price Breakthrough

$29.95

(Expert Styling Extra)



Drawings above are artist's concept of same man in 3 styles. Photos present limitations; words are frequently inadequate: try to imagine . . .

I. The **CAESAR** . . . forward, in "bang" effect. Can be left long, short, informal. The really "in" style.

II. The **ROGUE** . . . for the swinging executive, eyeing London's Carnaby fashions. Hair usually longer than #I, sweeps l. to r.

III The **CONVENTIONAL** . . . more formal, usually shorter — a dash of dignity.

HIGHEST QUALITY
Comparable to Hairpieces Selling for $200 — $300 — $400

- HAND-MADE
- 100% HUMAN HAIR
- CUSTOM-STYLED
- CUSTOM-MATCHED
- GUARANTEE

You must be absolutely satisfied that a **UNIVERSAL HAIRPIECE** lives up to its claims. If not, we will refund your money in full, or exchange, or credit, whichever you prefer, provided the item is returned within 10 days, and, of course, provided it has not been additionally cut, styled or worn.

THIS COULD BE YOU!

Meet Pete Rogers. Pete almost worried himself sick when hair loss began. He tried several so-called baldness remedies before he got guts enough to brave a hairpiece. He found out that while hair doesn't make you more masculine—it sure increases your opportunity to prove it!

Deep down, he had agonizingly anticipated embarrassment, ridicule, insecurity. While pleasantly surprised at the immediate acceptance of friends and family, still, the price bugged him. His first cost a small fortune—$325. Then he discovered the UNIVERSAL. Amazingly, at no quality sacrifice, Pete now pays only $29.95 . . .

* * *

Pete Rogers may be a fictitious name. But his problem is shared by millions. He is a composite, true-to-life balding American male, based on numerous testimonials and psychological research studies.

HAIR IS "IN"

Every man knows that a revolution has taken place in grooming attitudes. You are no longer considered an odd-ball if you sport side-burns, a spiffy mustache, or even chin-whiskers.

More men now go to "hair-stylists," not barbers. More are non-conformist about the way they comb their hair, how long, or even whether it's really their own hair. Such decisions seldom invite criticism or ridicule. So, it was inevitable that these new attitudes — and demand — would lead to a hairpiece price breakthrough.

500,000 PETE ROGERS'

If you are one of the 40 million U.S. men who are affected by hair loss, it would fascinate you to talk to a representative handful of the 500,000 Pete Rogers' who have already overcome their initial doubts about hairpieces. Despite having paid an average price of $325, the average Pete Rogers will enthusiastically tell you that a properly-matched, well-groomed hairpiece:

- **Makes a man look his natural age—or younger**
- **Restores confidence**
- **Presents a masculine, vigorous appearance**
- **Is a definite social / business asset**
- **Makes possible more fun out of life**

So, the real question is: Can a budget-priced UNIVERSAL Hairpiece live up to the claims of one selling for 5 to 10 times as much?

YOU CAN COMPARE CLAIMS

Here's what we claim unconditionally for the UNIVERSAL:

HAND-MADE
100% HUMAN HAIR
CUSTOM-MATCHED
CUSTOM-STYLED
EASY, INEXPENSIVE UPKEEP
LASTS YEARS—DURABLE
LIGHT, COMFORTABLE
ABSOLUTELY SECURE
UNDETECTABLE

To be more technical, not only is the human hair used of exceptional, refined quality, but the hand craftsmanship produces a double-knotted, closely-spaced "scalp"-effect. This provides "body" for versatile styling, on a special long-lasting "breathing" base. The simulated part is detection-proof.

And YES — you can WORK, SLEEP, SWIM OR PLAY, in a budget-priced UNIVERSAL

So, on all counts, a UNIVERSAL meets or beats all competition.

HOW CAN WE DO IT?

The UNIVERSAL is the creation of two ex-competitors! During the 1950's, these battling executives literally pioneered the whole concept of modern merchandising in men's hairpieces. Out of their decades of experience has now come a revolutionary space-age approach to manufacturing.

The trick: Volume production, utilizing the finest materials and skill, but at no sacrifice in quality! Standardization, based on experience with thousands of men, has resulted in an almost computerized approach to hair-matching. Based on techniques perfected in allied fields, a UNIVERSAL is hand-made, but costs only a fraction to produce. UNIVERSAL deals in hair by the ton.

Consider, too, the mail order procedure eliminates several high-profit middle-men, sales commissions, etc.

SO EASY TO ORDER

The 3 styles shown above were suggested exclusively for UNIVERSAL by the editors of the authoritative trade magazine, MEN'S HAIRSTYLIST, as being the most representative of today's trend in hairgrooming. When you order your UNIVERSAL, you specify, and it will be custom-styled for you by an expert.

Additionally, all we need is (1) simple measurements, and (2) a generous sample of your hair for proper matching. Although your UNIVERSAL may require some additional cutting later (which almost any barber or beautician can do, following our enclosed instructions), you are free to experiment, try on, test, etc., for ten days. **If not completely happy with your decision, you can return the undamaged hairpiece for full refund or exchange, less styling.**

FREE! — NO EXTRA COST

Your UNIVERSAL will come in a plain, unmarked package. Open it, and you will be pleasantly surprised with the EXTRAS. Like: beautiful simulated leather (masculine-type) storage case • styrofoam hairpiece form • generous supply of new pre-cut Miracle-Stik double-faced adhesive • spirit gum • handy traveling comb-&-brush set • complete CARE-CLEAN-CUTTING instructions. Kit valued at over $5.00—but no extra cost to you if you ORDER NOW. OFFER LIMITED.

UNIVERSAL HAIRPIECES

55 W. 39th St., Suite 803
New York, N.Y. 10018
(212) BR 9-6971

EASY TO ORDER • FULL MONEY BACK GUARANTEE

HERE'S WHAT YOU DO:

1. Check style desired from drawings, top.

2. Measure bald area as shown in drawing, right. Fill blanks, below.

3. Enclose your hair samples, generous as possible, from back and temples.

4. Make check or money order payable to UNIVERSAL.

Preferred Style:

☐ I—CAESAR
☐ II—ROGUE
☐ III—CONVENTIONAL

My Measurements:

AA . . . . . **inches**
Imagine hairline. Measure front to back, bald or thin area.

BB . . . . . **inches**
Widest portion of imaginary oval.

UNIVERSAL, 55 W. 39th St., N.Y., N.Y. 10018

YES! — I'll try an individualized, custom-styled UNIVERSAL HAIRPIECE, with FREE StorEasy Service Kit. I understand I must be completely satisfied that it lives up to your claims, or I can return it undamaged within 10 days for full refund.

☐ Enclosed is $29.95 + $5 styling fee. Total: $34.95 saving myself sales tax, post., insur., handling.

☐ I have enclosed partial payment—$15. Mail C.O.D. for balance, which I will pay postman, incl postage, etc.

PLEASE PRINT **AMG10**

Name_____ Dept.

Address_____

City_____ State_____ Zip_____

SHIPMENT MADE IN 10 DAYS • IN PLAIN PACKAGE

Save Money With These Fine Gift Values!

ACTUAL SIZE Measures 4 x 1½ x 1" Weighs 3 ozs.

AMAZING PEN-SIZE CAMERA OF THE FRENCH SURETE

CONFIDENTIAL POCKET CAMERA

- CLIPS INTO POCKET OR PURSE
- TAKES 18 BIG 2¼ x 2¼" B&W OR 18 COLOR IN 2 x 2" MOUNTS
- EASY TO USE • 1 YR. GUARANTEE
- FEATURES PREVIOUSLY AVAILABLE ONLY IN MODELS SELLING AT 10 x THE PRICE!

This is a remarkable little camera, a French invention first used by the Paris police. It is small, takes sharp pictures (just aim and shoot), automatically cocks as film is turned. Cost of film includes free processing and printing. Camera only $11.95.

The First New Top in 40 Years—Amazing

Circling Train Top

Colorful miniature 4-car train mysteriously whistles as it circles **inside**, while the outside dome stands perfectly still. About 11" high and 9" in diameter, it keeps the kids and you too, completely fascinated on each "trip" for hours! A new joy, this one! Ea. $3.98; 2 for $6.98.

JET HACK CUTS TOUGHEST MATERIALS FAST!

Cut a thick metal file in 2 min., glass without breakage in 1 min.! Precision saws any hard material, even cuts curves, intricate patterns with almost no exertion. Coated with tungsten-carbide particles, cuts similar to diamond family. Minimizes cutting effort on both forward and backward strokes. Dupont development. Fits any hacksaw.

6611—Jet Hack $2.79

"LEOPARD" ROBE has that JUNGLE EXCITEMENT

If your only safari is to work and home every day, you'll love this sleek "leopard" robe. Soft, cotton "fur" on both sides, we defy you to tell it from real skin. Deluxe has cuddly leopard pattern on one side and attractive colorful plaid on the reverse side. Add exotic charm to couch or chair. 51" x 61".

6669—"Leopard" Robe $5.98
7491—Reversible Robe $6.98

FLAME GUN

Kills weeds fast in SUMMER!

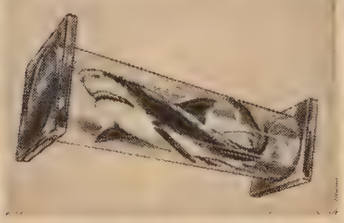
Eliminate the drudgery of home-owner chores with amazing Flame Gun. Weeds lawn and garden in summer, clears ice and snow in winter! Operates on low cost kerosene, less than a quart will provide 30 minutes of steady, powerful flame. Flame Gun is 32 inches long, weighs less than 5 pounds. Lets you do the job without bending or straining. In summer, clear weeds, crab grass from driveway area, between flagstones, along garden edge. Keep driveway and walk free of ice and snow in winter. Does the job in seconds! Use it to sterilize soil before planting by destroying weed growth. Allows soil to give complete nourishment. Completely self-contained, no batteries, no cords. Electrically welded steel tubing with built-in compression pump.

7378—Flame Gun $19.98

15 OZ. BLOCK AND TACKLE LIFTS UP TO 2,000 LBS.

Lifting's a breeze! Unbelievably weighs under a pound, yet strong enough to hoist machinery, boats, furniture, pianos, refrigerators, trunks, large game, fish. So lightweight and compact it fits in a pocket. One hand operation with 7 to 1 hoisting ratio. Sturdy steel and aluminum construction. 65 ft. nylon cord.

6531—Block and Tackle Set..... $7.98



A REAL BABY SHARK!

Actually nabbed on baited hooks in coastal waters between Nova Scotia and Cape Hatteras. Preserved by injection with formaldehyde solution. Colored latex filled blood vessels for tracing path of vessels. Use as trophy to display as a conversation piece or for study by budding young biologists. Latest decorator accessory for home or as desk paperweight! Baby shark in 9½x 3x2" full-view plastic tube.

8327—Baby Shark $5.98

100% NYLON FOAM STRETCH CAR SEAT CUSHION-COVER

Slip-on nylon foam covers for your car go on as easily as a pillow case. Handsome 100% nylon resists rugged, everyday wear and stains—car interiors keep like new. Stretch covers fit snug—no creases or bunches. Foam underside padding adds comfort and snug fit. They s-t-r-e-t-c-h to fit front or back seat cushions, one size fits all. 100% washable. Pick color of your choice.

Seat Cover $3.98 Order: 5414-Blue; 5415-Charcoal; 5416-Green; 5417-Red; 5418-Brown

MAIL 10-DAY NO RISK COUPON TODAY!

HILLSDALE ASSOCIATES, Dept. 1423
208 East 43rd Street, New York, N.Y. 10017

Rush me the following. I understand I can return anything in 10 days for a prompt refund. Enclosed check or m.o. for $_____

____0128-Pocket Cameras @ $11.95 (Add 45¢ post.)
____0129-Rolls of Color Film @ $2.50 2/$4.00
____0130-Rolls of B&W @ $1.95 2/$3.00
____6611-Jet Hacks @ $2.79 (Add 35¢ post.)
____6669-"Leopard" Robes @ $5.98 (Add 45¢ post.)
____7491-Reversible Robes @ $6.98 (Add 45¢ post.)
____6531-Block and Tackle Sets @ $7.98 (Add 55¢ post.)
____Seat Covers @ $3.98 (Add 55¢ post.)
Specify color by number_____
____7112 Circling Train Top $3.98. 2 for $6.98.
____7378 Flame Guns @ $19.98 (Add $1.50 post.)
____8327 Baby Sharks @ $5.98 (Add 55¢ post.)

NAME_____

ADDRESS_____

CITY_____STATE_____ZIP_____

STOP SMOKING FOREVER

Over and over again we hear that tobacco is the cause of 98% of all lung cancer cases. Recent studies show that one out of every four smokers is a potential victim of this dread disease. Yes, tobacco is the most deadly poison developed by our civilization. Aside from lung cancer, cigarettes are the cause of other extremely serious diseases.

There is one chance in 4 that a heavy smoker may be stricken one day by lung cancer.

Tobacco smoke is composed of 84 substances, 5 of which are carcinogenic (cancer causing) and 30 are toxic (poisonous). Every time you draw on a cigarette, cigar or pipe, you are exposed to at least 44 different chemicals and poisons, 23 among the most deadly are: lutidin, rubidin, carbolic acid, formaldehyde, methalymine, acreilin, collidine, viridin, arsenic, formic acid, nicotine, hydrogene, sulphide, pyrrol, furfuroi, benzpyrene, methyl alcohol, prussic acid, corodin, ammonia, methane, carbon monoxide, pyridin. Quite a lungful of deadly poison for just one puff of smoke!

In a recent survey conducted by a leading American Doctor the incidence of coronary diseases (infarction, angina pectorus, etc.) has been found to be 68% higher in smokers than in non-smokers.

So, if you want to stay healthy, you've got to stop smoking. But, be careful! Don't stop smoking all at once. That could be dangerous.

Now, where's this advice coming from? Some cigarette or pipe tobacco advertiser trying to make the best of a bad situation? Of course not!

This is the advice of the Anti-Tobacco Center of America, an organization designed especially to help you rid yourself of your addiction to tobacco.

OBESITY LURKS JUST AROUND THE CORNER

Well, our experience has shown that a "confirmed" or "heavy" smoker should not stop smoking all at once, as this will seriously endanger his health and well being.

For years your body has been accustomed to its regular daily intake of toxic substances such as nicotine, tars, etc., and by now it is adjusted to that situation. Cutting tobacco out overnight will result in a shock to your physiological system accompanied nearly always by psychic disturbances. Which results in an imbalance of the sympatheic nervous system.

The digestive system becomes disturbed; the central nervous system becomes up-set; you become "bad-tempered", you can't be bothered by friends, spouse, children, etc., as the least little irritation will make you fly off the handle.

Life becomes hell for you and everybody around you.

But, that's not all; it has been effectively proven that anyone who attempts to stop smoking by sheer will power alone, will suffer terrible feelings of frustration.

A VICE THAT CAN KILL

In order to compensate, he begins to eat and eat and eat. This is why so many former smokers put on excess weight and become fat. Stopping smoking all at once has been the cause of many severe cases of obesity.

So, giving up smoking, by yourself, is not the real solution, as it might endanger your health.

Then, how should you stop smoking?

Well, this is what the Anti-Tobacco Center of America is going to teach you.

Just clip and mail the coupon below to receive full information on a program which will help to rid you of your need to smoke. You'll be amazed to learn that you can stop smoking without any danger and without straining your will power; after only a few days the desire to smoke will vanish.

Just think how much happier you will be!

This is the experience of an ex-smoker we all know: MAURICE CHEVALIER "I was sunk in a vice which had left life no meaning at all. I was chronically dominated by a mountain of cigarettes, which like a growing invasion of grasshoppers succeeded in ruining my nerves. I stopped smoking twelve years ago. (Chevalier wrote this in 1950) And it is since this fortunate decision that my mental activities, my intelligence, my memory developed so much, that I — who had lost all interest in life — could escape that growing scepticism and rediscover interest in what happened around me. *I was able again to read and . . . to remember what I had read!*"

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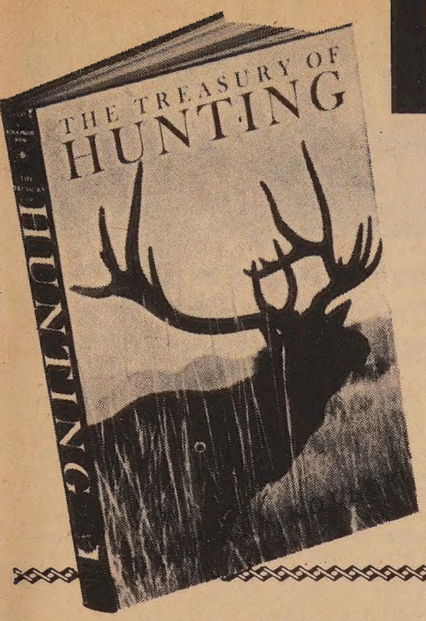

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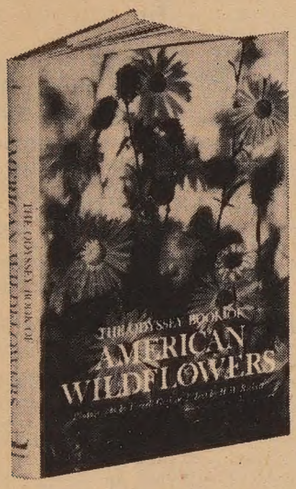

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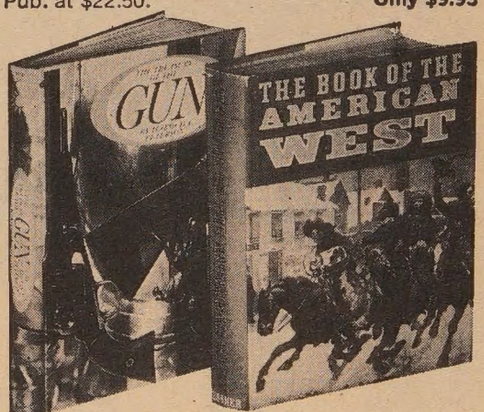

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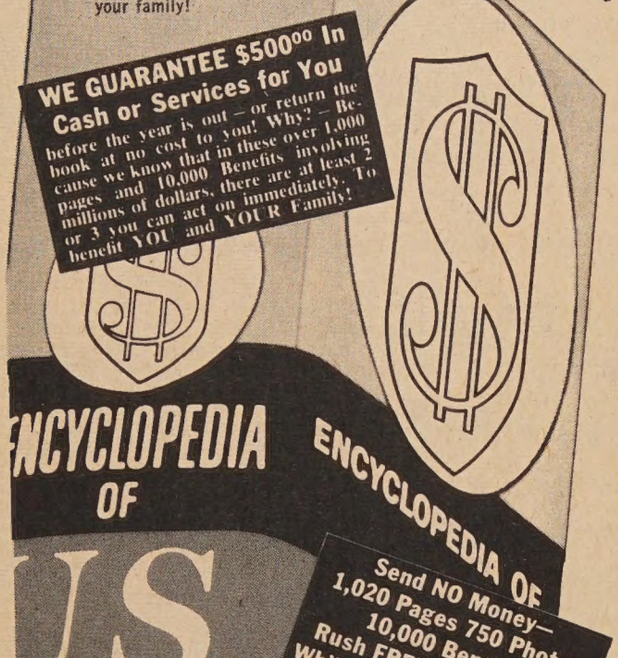

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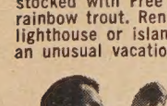

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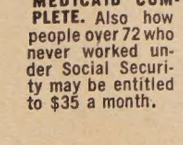

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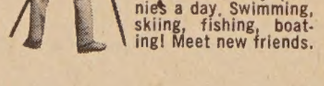

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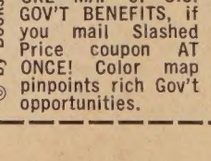

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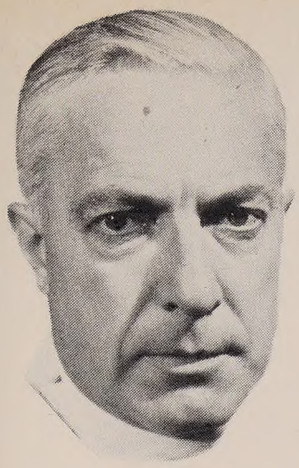

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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21 WEST 44 ST., NEW YORK, N.Y. 10036

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L.H.M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION Dept. 3411A
21 West 44th Street, New York, N.Y. 10036

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results, or you GUARANTEE prompt and full refund on return of unused portion.

☐ Enclosed find $10 (check, cash, money order). Send postpaid.

☐ Send C.O.D. **Enclosed is $1 deposit.** I will pay postman $9 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.
Canada, Foreign, APO, FPO, add $1 -- No C.O.D.

Name _____

Address _____

City _____ State _____ Zip _____

RUSH THIS NO-RISK COUPON TODAY!

ELEGANZA . . . Style Power Plus!

The boldest collection of dashing apparel and dramatic imported footwear anywhere. Sold by mail only.

BELL BOTTOM
PIN-STRIPE SLACKS $15.95

A handsome new look in dress pants! Striking satin pin-stripe trousers with 22″ wide bell bottoms. Dashing high-rise Bolero waistband with 3 button extension side closing. Western pockets. Luxurious fabric of 70% Rayon and 30% Acetate. Waist sizes: 27 to 36. For finished bottoms on pants, add $1.00 per pair and give inseam measure.
P41 Black. P43 Royal Blue. P44 Green. P56 Gold. P57 Grey.

ENGLISH SIDE ZIPPER BOOT $19.95

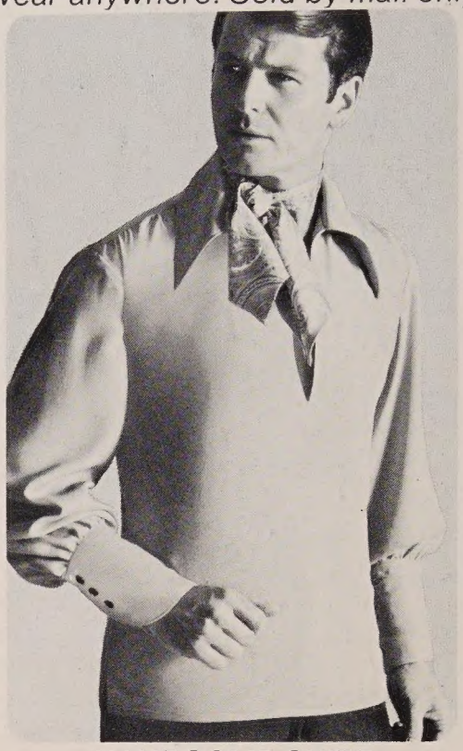
BRITISH BOOT-MAKING AT ITS BEST!

This dashing 8½″ boot has a full inside zipper; bold new square toe; smart metal rivets; 1 inch heel; soft foam lining throughout. 3536 Brown. 3537 Black. Sizes 6-13, medium width only.

$29.95

DASHING EDWARDIAN SUIT WITH 22″ BELL BOTTOMS.

Now! The flattering Edwardian look in a brilliantly designed suit of a Mohair type fabric, blended of rayon and acetate, in a herringbone weave. Here's that great looking collar in a double breasted jacket, with six covered buttons. Shirt sizes: S, M, L, XL. Slack waist sizes: 27 to 36. For finished slack bottoms, add $1 per pair and give inseam measure.
A414 Pearl Gray. A415 Burgundy Wine. A416 Royal Blue. Suit $29.95.



HANDSOME SHIRT IN SIX COLORS $16.95

You'll look dashing in this bold and brilliant new California design. Deep cut V neck; long, flowing collar points; full puff sleeves; 6 inch pirate cuffs . . . made of a rich crepe fabric of 30% acetate and 70% rayon. Sizes S, M, L, XL. S408 Lime Green. S409 Gold. S410 Oyster White. S411 Purple. S412 Brown. S413 Black.

ADD A RUGGED WINGTIP $17.95

A great new Wing Tip from Italy! Buckled big and handsome over a high front . . . styled with the new modified broad toe. Sizes 6-13, all ½ sizes except 11½, 12½. Medium width. 3485 Black. 3486 Brown.

HOW TO ORDER

To order, simply pick your styles and mail check or money order for the amount — we pay the postage. For C.O.D. shipment, send $2.00 deposit for EACH item — you pay the postage. Your satisfaction is GUARANTEED . . . any item may be returned unworn for full refund. No C.O.D. to APO, FPO.

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